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P. S. Fane.

RETURN:

PILOTAGE.

Ordered, by The House of Commons, *to be Printed,*
11 *August* 1855.

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PILOTAGE.

A RETURN in pursuance of the 16 & 17 Vict. c. 129,

— 1. —

"Of all BYE-LAWS, REGULATIONS, ORDERS, or ORDINANCES relating to PILOTS or PILOTAGE for the time being in force:"

— 2. —

"Of the NAMES and AGES of all PILOTS or APPRENTICES licensed or authorised to act by such Authority, and of all PILOTS or APPRENTICES acting either mediately or immediately under such Authority, whether so licensed or authorised or not:"

— 3. —

"Of the Service for which each PILOT or APPRENTICE is licensed:"

— 4. —

"Of the RATES of PILOTAGE for the Time being in force, including therein the Rates and Descriptions of all Charges upon Shipping made for or in respect of Pilots or Pilotage:"

— 5. —

"Of the TOTAL AMOUNT received for PILOTAGE; distinguishing the several Amounts received from British Vessels and from Foreign Vessels respectively, and the several Amounts received in respect of different Classes of Vessels paying different Rates of Pilotage, according to the Scale of such Rates for the Time being in force, and the several Amounts received for the several Classes of Service rendered by Pilots; and also the Amount paid by such Vessels (if any) as have, before reaching the Limits of Pilotage Water if Outward bound, or their Port of Destination if Inward bound, to take or pay for Two or more Pilots, whether licensed by the same or by different Pilotage Authorities; together with the Numbers of the Vessels of each of the several Classes paying such several Amounts as aforesaid:"

— 6. —

"Of the RECEIPT and EXPENDITURE of all MONIES received by or on behalf of such Authority, or by or on behalf of any Sub-Commissioners appointed by them, in respect of Pilots or Pilotage."

(PRESENTED PURSUANT TO ACT OF PARLIAMENT.)

Ordered, by The House of Commons, *to be Printed,*
11 *August* 1855.

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RETURNS RELATING TO PILOTS AND PILOTAGE,

MADE BY THE RESPECTIVE

PILOTAGE AUTHORITIES OF THE UNITED KINGDOM,

in pursuance of 16 & 17 Vict. c. 129.

ENGLAND AND WALES.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND.

GENERAL REGULATIONS.

BYE-LAWS, RULES, ORDERS, REGULATIONS, and ORDINANCES, made and framed by the *Corporation of Trinity House of Deptford Strond*, as well for insuring the good conduct and constant attendance of Pilots licensed by the said Corporation upon their duty, as for enforcing the general purposes of an Act passed in the sixth Year of the reign of King George the Fourth, intituled, "An Act for the Amendment of the Law respecting Pilots and Pilotage, and also for the better Preservation of Floating Lights, Buoys, and Beacons;" the same Bye-laws, Rules, Orders, Regulations, and Ordinances having been examined, sanctioned, and approved in that behalf by the Right Honourable Sir *Charles Abbott*, Knight, Lord Chief Justice of his Majesty's Court of King's Bench, pursuant to the directions of the said Act.

IMPRIMIS—It is ordained, that from and after the promulgation of these present bye-laws, rules, orders, regulations, and ordinances, all and every the bye-laws, rules, orders, regulations, and ordinances heretofore made or framed by the said corporation, for the government of the said pilots, or for ensuring the good conduct and constant attendance of the same upon their duty, or for enforcing the general purposes of an Act passed in the forty-eighth year of the late King's reign, intituled, "An Act for the better regulation of Pilots and of the Pilotage of Ships and Vessels navigating the British Seas," shall be, and the same are from henceforth annulled; and in lieu and stead thereof, the said corporation do hereby make and frame the bye-laws, rules, orders, regulations, and ordinances following, that is to say:

2.—It is ordained, that every pilot who shall be ordered to proceed on his Majesty's service by any order signed by the deputy master or secretary of the said corporation, or by the officer for the time being of the said corporation at Yarmouth, or elsewhere, duly authorised to act in matters of pilotage, or who shall be so ordered, in writing or otherwise, by any officer in his Majesty's service, shall immediately proceed thereon; and every pilot who shall fail so to do, or who shall evade the receipt of any such order, or who shall quit or decline such service, shall, for the first offence, forfeit 5 *l.*, and for the second and every subsequent offence, 10 *l.* each.

3.—It is ordained, that every pilot engaged in the charge of any ship employed by Government in the transport service, shall observe particularly if any unnecessary delay takes place on the part of the master in proceeding towards his destination, and if any delay does take place, such pilot shall, on his return, report the same to the secretary of the said corporation, and, upon going on board, such pilot shall give notice to the master that he has orders so to do.

4.—It is ordained, that no pilot having the charge of a merchant ship shall stop the same alongside the moorings of his Majesty's ships at Deptford, or elsewhere, or between the Round Tree and Bathing House, at Gravesend (except in either of such cases there be an extreme necessity for so doing, or leave be obtained for that purpose from the proper officer or officers in that behalf), and all pilots licensed by the said Corporation are at all times to be particularly careful to steer clear of the king's ships in passing them.

5.—It is ordained, that every pilot when called upon or required to pilot any ship or vessel shall, if under engagement to any other ship, forthwith make known such engagement, and specify the particulars thereof truly and faithfully to the person calling for or requiring such pilot's service; and in case of any concealment, misrepresentation, or falsehood in respect of such alleged previous engagement, the pilot offending shall forfeit 10 *l.*

6.—It is ordained, that every pilot who shall have taken charge of any ship from the River Thames to the Downs, or elsewhere, shall, without any additional compensation in that behalf, wait on board for the space of three complete days, while such ship may be detained at Gravesend, or elsewhere, for want of seamen, or by any other casualty, nor shall he at the end of three complete days be at liberty to quit such ship, or receive any additional compensation, if she shall be

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

further detained by winds, weather, or tides ; and should the ship be detained beyond three complete days on any other account except winds, weather, or tides, the pilot having the charge thereof shall, nevertheless, still (if required so to do) remain in the charge of her, provided a compensation of 6 *s.* per day be offered to him in that behalf by the master or owner.

7.—It is ordained, that every pilot shall in all cases demean himself civilly and respectfully towards all persons who may require his service, and towards all officers in his Majesty's navy, and shall maintain a strict temperance and sobriety in the exercise of his office, and shall use his utmost care and diligence for the safe conduct of every ship which he shall be entrusted with the charge of, and to prevent her doing damage to others.

8.—It is ordained, that every pilot who shall undertake the charge of any ship downwards, shall, before his departure, leave, or cause to be left, notice thereof in writing at the proper office at the Trinity House in London, with one of the clerks there attending, and shall be considered as engaged until he shall have so done; and upon such pilot's return he shall immediately, in his own person, attend at the said office, and make and sign such entry in a book there kept for that purpose, as the said Corporation shall from time to time direct or require.

9.—It is ordained, that every pilot licensed by the said Corporation, shall from time to time, and at all times in obedience to the order or summons of the said Corporation, under the hand of the secretary thereof for the time being duly delivered or offered to such pilot, or left a reasonable time at the usual or last known place of residence of such pilot, attend the said Corporation, at their courts, bye-boards, or committees, or their secretary for the time being, at the Trinity House in London, and that every pilot licensed by the said Corporation upon a certificate of qualification from sub-commissioners of pilotage, shall in like manner attend the sub-commissioners of the port or place for which such pilot shall be so licensed, in obedience to the order or summons of the said sub-commissioners, under their hands, or the hands of the major part of them, duly delivered, offered or left as aforesaid, to answer to any charges brought against such pilots respectively, or for the performance of any public service, or for any other purpose whatsoever; and in default of such attendance, every pilot so offending shall forfeit, for the first offence, 40 *s.*, and for the second and every subsequent offence 5 *l.* each.

10.—It is ordered and hereby directed that every pilot licensed or to be licensed by the said Corporation, upon their receiving a certificate of examination by any sub-commissioners of pilotage, shall for such examination, and for the granting of the licence thereon, pay the sum of two guineas to the said sub-commissioners of pilotage by whom he shall be so examined, or to one of them, and shall also for the renewing or confirming such licence, from time to time pay to the sub-commissioners of pilotage for the time being at or for the port or place specified in such licence, or to one of them, the annual sums following, (that is to say) every pilot so licensed, or to be licensed as aforesaid, for the ports of Plymouth, Portsmouth, or Cowes respectively, the annual sum of two guineas. And every pilot licensed or to be licensed as aforesaid, for any other port or place, the annual sum of one guinea, unless the pilots at or for such port or place shall be divided into two classes, and in that case the pilots of the first class are to pay the annual sum of two guineas each, and pilots not of the first class the annual sum of one guinea each.

11.—It is ordained, that no pilot shall add to or in any way alter his licence, or make or alter any indorsement thereon ; nor shall he be privy to any such licence or indorsement being altered.

12.—It is ordained, that every pilot who shall observe any alteration in any of the sands or channels, or that any of the buoys or beacons of the said corporation are driven away, broken down, or out of place, shall forthwith deliver or send a correct statement thereof in writing to the secretary of the said corporation for the time being.

13.—It is ordained, that every pilot shall, whenever he comes to an anchor, carefully observe the settings of the tide and the force of the stream, and if it shall happen that he comes near to a sand, or other object or cause of danger, and there be any other ships or ship in company likely to fall in therewith, such pilot shall immediately give notice thereof to the captain or principal officer of the ship under his care, that he may make a signal to such other ships or ship for avoiding the same.

14.—It is ordained, that no pilot shall on any pretence aid or assist either in his own person or with his boat or servants, or by any other means whatever, the landing, removing, or secreting any seaman from any merchant ship or vessel, to avoid serving in His Majesty's navy, or to escape the impress for the same.

15.—It is ordained, that every pilot shall from time to time conform himself strictly to all directions which shall be given to him by any of the harbour-masters authorised by Act of Parliament under the Corporation of the City of London, touching the mooring, unmooring, placing, or removing of any ship or vessel under his charge as long as such ship or vessel shall be lying and situate within the limits of the authority of such harbour-master.

16.—It is ordained, that each and every pilot belonging to a licensed pilot vessel shall be at liberty to entertain one apprentice and no more.

17.—It is ordained, that for any work done on the River Thames or Medway, by men in boats, being less than the work for the whole tide, the pay shall be for half a tide's work, 4 *s.* to each man, and so on in proportion for any time less than a whole tide, the pay for which is settled by the said Act of the sixth year of the reign of his present Majesty at 8 *s.*

18.—It is ordained, that in all cases where pecuniary penalties and forfeitures are annexed to the breach of the foregoing bye-laws, rules, orders, regulations, and ordinances, the said Corporation of Trinity House may mitigate and reduce the same to one-fourth part at their discretion.

19.—It

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

19.—It is ordained, that every pilot who shall offend against any or either of the foregoing bye-laws, rules, orders regulations, and ordinances, shall, for every such offence (whether the same shall subject him to any pecuniary penalty or not, and in addition to such penalty if any) be liable to have his licence annulled and forfeited, or suspended, at the discretion of the said corporation.

N. B.—Besides conforming themselves diligently to the above bye-laws, rules, orders, regulations, and ordinances, the pilots licensed by the Corporation of Trinity House, are of course in all things to observe and obey the enactments and provisions relating to such pilots contained in the said Act of Parliament, made and passed in the 6th year of the reign of His Majesty King George the Fourth, a copy of which Act has been delivered to each of the said pilots.

By Order of the Corporation,

Seal.

J. Herbert, Secretary.

I have perused and examined the foregoing bye-laws, rules, orders, regulations, and ordinances, and do hereby sanction, approve of and confirm the same. Witness my hand and seal the 19th day of April 1826.

C. Abbott. Seal.

REGULATIONS to be observed by the Pilots in the PAYMENT of the POUNDAGE on their respective Earnings, established by the 4th Section of the Act.

EACH pilot is required, at the expiration of every month, to deliver to the clerk in the pilot's office at the Trinity House, or to the sub-commissioners for his district, as the case may be, a correct account, on one of the forms provided him for that purpose, of all vessels piloted by him in the said month, and he is then to pay the amount due for poundage thereon, to be applied to the purposes of the Pilots' Fund as provided by the Act.

Note.—The pilotage of Foreign vessels in the Port of London being for the most part paid at the Trinity House, and the poundage deducted therefrom at the time of payment, the amounts so received by the London pilots are not to be accounted for in their monthly returns.

In order to ensure a correct return of their earnings, the pilots are required to render, at the end of each year, an abstract account, on one of the forms also provided for that purpose, of their total earnings in each month, and to declare solemnly before a magistrate to the truth of the returns they have so made.

ORDER respecting the USE OF THE LEAD.

Trinity House, London, 18 November 1818.

IT having been represented to this corporation, that the pilots frequently neglect the use of the lead, which is of the greatest importance to the safety of vessels in their charge, especially in thick weather:—The pilots are hereby cautioned against any repetition of such neglect, as in the event of any accident occurring, and proof being produced that the pilot has failed to perform this most essential branch of his duty, his licence will be taken away and declared null and void.

ORDER, for the ADDITIONAL MARKING OF PILOT VESSELS.

Trinity House, London, 6 December 1827.

IN addition to the manner in which pilot vessels are required to be distinguished by the 32d Section of the Pilotage Act, 6 Geo. IV., c. 125, it is ordered by the Corporation of Trinity House, that all pilot vessels licensed by them, shall, after the 1st February 1828, have the number of such vessel, and the initial letter of the port to which she belongs, painted black on the mainsail and trysail thereof:—That the figure or figures of such number and the initial letter of the port shall be six feet in length, and of proportionate breadth: and that the said number shall be placed immediately above the centre of the line from the throat to the leach of the mainsail—and the initial letter immediately beneath the said number. Also, that the licence of every pilot vessel shall be immediately withdrawn on board of which, while actually holding a licence as such, any main or trysail shall be found not marked in the manner herein-before directed.

By Order,

J. Herbert, Secretary.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

ORDER, for distinguishing LIGHTS to be exhibited on Board Pilot Vessels, at Night.

Trinity House, London, 6 February 1849.

ON and after the night of the 1st March next, all pilot boats in the service of the pilots licensed by this Corporation, shall be distinguished in the manner hereinafter described; viz:—

Pilot boats in the service of the said pilots, at the several ports in the English Channel, on the east coast of England, and in the River Thames—By a green light at the mast-head, and in addition thereto by a flare-up-light shown at intervals of 15 minutes.

Pilot boats in the service of the said pilots, at the several ports in the Bristol and St. George's Channels—By a white light at the mast-head, and a flare-up-light at intervals of 15 minutes.

By Order,
J. Herbert, Secretary.

RULES and REGULATIONS to be observed by the RIVER PILOTS, licensed by the *Corporation of Trinity House*, in conducting the Service at *Gravesend*, under the System of Rotation established in 1816.

By the Master, Wardens, and Assistants of the Corporation of Trinity House of Deptford Strond.

THE Corporation having, in April 1816, appointed a ruler of the Pilot Establishment at Gravesend, whose duty it is to supervise and regulate the conduct of the river pilots, to carry into effect the principle of rotationary employment, to hear and determine such differences as may arise between the pilots, to prevent complaints from the masters of vessels on the ground of their not being regularly supplied with pilots on their arrival at Gravesend, and also to prevent the employment of unlicensed persons to the prejudice of the pilots; and the Corporation, having revised and considered the several rules and regulations which have from time to time been made in this respect, and consolidated the same into one code, as follows, have directed Mr. Samuel Dixon, the present ruler, to take especial care that the said rules and regulations are duly observed by all the pilots under his supervision, and to report any transgression, neglect, or inattention thereof which he may deem to require the notice and judgment of the Board. And all the river pilots are hereby directed and required strictly to observe and to pay exact obedience to such rules and regulations, and to represent to the ruler, in writing, accompanied by proper vouchers of the facts, any infringements upon their turns and tour of duty under the same, of which they may have to complain, in order that, if needful, the particulars thereof may be transmitted to this House for the Board's consideration.

RULES AND REGULATIONS.

1.—All river pilots attending at Gravesend for the purpose of taking charge of ships upward, whether by choice or in rotation, shall, on their arrival, give in their names at the ruler's office; and every pilot shall, immediately on his return from taking up a vessel, report the same to the ruler in the form provided for that purpose.

2.—The 20 pilots first in rotation according to their respective numbers shall not absent themselves without giving notice to the ruler.

3.—The hours of attendance for the pilots on turn shall be at sunrise and sunset from the first day of November to the first day of March, and at six o'clock in the morning and six o'clock in the evening during the remaining eight months.

4.—The first ten pilots in turn shall, on the evening preceding their going down in the pilot vessel, attend at the ruler's office, and shall proceed in the vessel down the river on the following morning; and the ten pilots next in turn shall attend on the following morning, and board any vessel in their turn which may not have received a pilot from the pilot vessel, or shall be in readiness to embark in the pilot vessel, in the event of a further supply of pilots being required.

5.—The hour for the pilot vessel to move down the river shall be as early as wind, tide, and daylight will admit, particularly in an easterly wind, that the trade may not be delayed for want of pilots in due time.

6.—The pilot vessel shall, half an hour before she proceeds down the river, hoist a blue-peter, when those pilots first in rotation are to assemble on board; and when all are on board, the blue-peter is to be hauled down, and the pilot flag hoisted. If the whole ten are not on board when the pilot vessel is about to move, the blue-peter is to be half mast, when the vacancies shall be filled up by the pilots next in turn.

7.—The pilot vessel's station below shall not be farther down than Holy Haven, and her station above shall not be higher up than Tilbury Fort.

8.—The station of the pilot vessel, when the weather shall not permit her going down the river, shall be either off Coal House Point or Cliff Creek, as may be best adapted for boarding ships coming up.

9.—The pilot vessel, when returning for more pilots, shall hoist the blue-peter, and thus give notice to the pilots attending to join her.

10.—The

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

10.—The pilot vessel shall return in the evening to her station, when there are no more vessels in sight in want of pilots, and shall be there in the morning ready to proceed down the river.

11.—In the event of the 20 pilots being shipped, a selection of 10, or as many more as may be necessary, shall be made by the ruler in time for vessels that may yet arrive.

12.—If by any artifice, collusion, or manœuvre, a pilot boards a ship to the prejudice of another, the pilotage shall, upon proof thereof, be either wholly surrendered to the injured party, or divided, as circumstances may warrant.

13.—No pilot who shall have taken up a vessel upon a choice-letter shall be entitled to a turn from the pilot vessel until every other pilot shall have had either a turn or a choice-vessel; and any pilot who shall not be ready on the arrival of his turn, or who shall evade or refuse to take charge of the vessel falling to him shall forfeit such turn of employment.

14.—No pilot shall go afloat below the town of Gravesend to take charge of a vessel during the day unless he has a choice-letter for such vessel duly authenticated by the ruler.

15.—The pilots in turn shall be in attendance at the station, and go off to any vessels that may have anchored in the Reach, at or below Gravesend, in the night; but if any vessel has passed Tilbury Fort without a pilot, any pilot that is in the way may take charge of such vessel to prevent her detention; nor shall he be superseded by any turnman.

16.—Any pilot taking charge of a vessel in his turn, of eight feet draught of water or under, shall be entitled to another vessel on the same turn; and such second vessel shall be the tenth which may arrive after he shall have reported himself to the ruler, and his position on the list shall have been arranged by him.

17.—None but the pilots in rotation, or having choice letters, shall presume to go on board the pilot vessel when proceeding down, or follow her in their own, or any other boats.

18.—No pilot shall go on board a vessel subject to the quarantine laws, in the night, with a view of remaining therein and keeping the charge of her from the pilot in turn.

19.—Pilots not in turn boarding a vessel below the Terrace Pier, Gravesend, shall not be allowed to retain the charge if any turnmen offer, on the vessel's arriving off that place, where the turnmen are to assemble and go off in rotation as vessels arrive; but if they persist in keeping charge, they shall refund the pilotage to the turnman offering.

20.—If a pilot from the vessel or any turnman take charge of a ship from below to Gravesend, and a pilot with a choice letter supersede him, the pilot so superseded shall stand first on the list for the succeeding day.

21.—No pilot shall be uncivil to or insult the master of the pilot vessel, or constrain or persuade him to any act or proceeding contrary to his duty and the regulations of the service.

22.—The system of rotation shall apply to every King's ship wanting a pilot, but if all the pilots be afloat, the ruler shall, in his discretion, send the pilot he thinks most competent, if unemployed, and such pilot shall not lose his rotation upon his return from that duty.

23.—Such pilot or pilots in turn, who are not shipped from the station at Gravesend, or who have returned in the pilot vessel, shall attend at the ruler's office every evening, at any hour, of which notice shall be given, to arrange the rotation list for the following day.

24.—The ruler shall receive all complaints, and such as he may not be able to adjust, shall be forwarded by him to the corporation for hearing and determination.

25.—Every pilot who shall offend against any or either of the foregoing regulations, will be liable to have his license revoked and annulled, or suspended, at the discretion of the corporation.

The aforegoing rules and regulations are to take effect on the 1st January 1853.

By command of the Corporation,

Trinity House, London,
2 November 1852.

J. Herbert,
Secretary.

Sir, Trinity House, London, 4 November 1853.

The Board having been pleased to direct that when anchors or cables are lost from any vessel, the pilot in charge shall immediately report the occurrence in writing, addressed to the secretary, at this house, I hereby communicate the same to you, and require your observance of the said orders on all such occasions in future.

It will be proper that the said report should specify the place and time of the occurrence, the state of the weather, the direction of the wind, time of tide, quantity of cable riding by, and whether the cable was slipped or parted, with the quantity lost.

I am, Sir, your most humble servant,
J. Herbert, Secretary.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

Sir, Trinity House, London, 28 October 1853.

The Board having been pleased to direct that when a vessel touches the ground, the pilot in charge shall immediately report the occurrence in writing, addressed to the secretary at this house, I hereby communicate the same to you, and require your observance of the said order on all such occasions in future.

It will be proper that your said report should specify the place and time of the occurrence, the state of the weather, the direction of the wind, the time of tide, and, should circumstances permit, the bearings of objects, with such other particulars as you may deem likely to prove useful.

I am, Sir, your most humble servant,
J. Herbert, Secretary.

REGULATIONS made by the *Corporation of Trinity House*, for the Conduct of the Pilotage Service of the Port of London, in pursuance of the provision contained in the 6th section of the Act of Parliament, 16 & 17 Vict. c. 129, approved by Order of Her Majesty in Council, dated the 18th February 1854.

1st. In Relation to the Pilotage Inwards, from the Downs, &c. to London.

1.—The present system of rotationary employment shall continue in force.

2.—Every London pilot, on his landing at Dover or Deal, as the case may be, from a vessel which he shall have piloted downwards, shall report himself, together with the particulars of the vessel he shall have so piloted, to the ruler thereat, and if he be desirous of obtaining a return vessel to pilot inwards, or his services be required to supply any deficiency in the number of pilots at the station, his name shall be placed at the bottom of the list for rotationary employment, either in the cutter or from the shore, as the ruler may see fit; the number of London pilots on each rotationary list at one time being regulated by the rulers, according to their discretion, with regard to the prevention of inconvenience to the service in London, as well as at the respective stations.

3.—London pilots shipped from the cutters, shall pay to the cutters' fund, one half of the distance pilotage and boarding money chargeable in each case.

4.—Pilots coming round from the Isle of Wight, in the charge of ships, which would have been supplied from the cutters, shall pay the cutters' fund one half of the distance pilotage and boarding money, with which the ship would have been chargeable, had she taken a pilot from the cutter at Dungeness.

2d. In Relation to the Pilotage Outwards from Gravesend to the Downs.

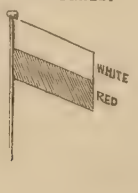
1.—The present system of selection of their own pilots, by the owners, masters, or agents, shall be left undisturbed.

2.—Every Cinque Ports' pilot shall, on his landing from a vessel at Gravesend or London, report himself, together with the particulars of the vessel he shall have piloted up, to the ruler, or at the Trinity House, as the case may be; and if he be desirous of obtaining a return vessel to pilot outwards, and there shall be any vessels for which applications for pilots shall have been made, either to the ruler, or at the Trinity House, he shall be appointed in turn to one of such vessels.

3.—Any Cinque Ports' pilot who having brought up a vessel may be selected by the owner, agent, or master of an outward-bound vessel, to pilot such vessel down, shall be at liberty to do so, subject to the regulation next hereinafter provided, and shall send to the Trinity House the particulars of the said vessel.

4.—In the event of any Cinque Ports' pilot, who may take a vessel downwards, not having returned to his station in time to take his turn for a ship upwards, such turn shall be taken by the next pilot in rotation, and his name shall be placed at the bottom of the rotationary list.

1st CLASS.



2d CLASS.

(102.)

Sir, Trinity House, London, 19 December 1853.

THE Board having been pleased to direct that every pilot for the Port of London shall immediately upon boarding a vessel, and taking charge thereof, hoist a flag under the ensign, or on some other conspicuous place, but not on the fore-royal masthead, and keep the same flying during the time he so remains in charge; the flag to be the regular pilot flag, red and white; for the 1st class pilot, horizontal; for the 2d class pilot, vertical (as above); the size of the flag to be six feet by four feet:

I hereby communicate the same to you, and require you to provide yourself with such flag with as little delay as possible, and observe on all occasions the said order.

I am, Sir, your humble servant,
J. Herbert, Secretary.

NOTICE TO PILOTS.

PILOT VESSELS..

Trinity House, London, 6 April 1852.

THE Board having been pleased to order that, from and after the date hereof, there shall be kept on board every vessel licensed by this Corporation as a pilot vessel, a log-book, in which shall be recorded daily the particulars of every vessel taken charge of, boarded, or spoken by the pilot or pilots sailing in such pilot vessel; the position, by bearings, when obtainable, or otherwise as near as may be, in which such vessel shall have been so taken charge of, boarded, or spoken; and also the position in which such pilot vessel may be at the expiration of every 12 hours, namely, at noon and at midnight, NOTICE thereof is hereby given to the pilots for the port of , who are enjoined to pay strict attention to the said order; and are further required to keep the log-books on board their respective cutters in a cleanly and orderly condition, and to exhibit them to the sub-commissioners of their district at such times as they may see proper to appoint, or whenever called upon to do so.

By command of the Corporation,

J. Herbert, Secretary.

(217.)

ORDER to Pilots to furnish Information to the Agents for Lloyd's at any and every Port at which they may land.

Trinity House, London, 24 February 1846.

THIS Corporation having been pleased hereby to order that all pilots acting under authority of their licence at the outports, shall furnish to the Agents for Lloyd's, immediately on their arrival at any port at which they may first land, the particulars of the vessel which they have piloted, and of any vessel or vessels which they may have spoken with at sea, —All pilots acting under the authority of this Corporation are required to pay strict attention to the observance of this order.

By command of the Corporation,

J. Herbert, Secretary.

Trinity House, London, 24 June 1851.

IT having been represented to the Corporation that the pilots fail to pay attention to the above order, the Board has been pleased to direct a re-issue thereof under this date, with a view of the prevention of future complaints on this subject.

By command of the Corporation,

J. Herbert, Secretary.

(220.)

Mr. , Pilot. Trinity House, London, 18 .

I AM directed to communicate the desire of the Board that on your arrival at the limits of the Isle of Wight pilotage district, in the charge of any vessel you may have taken thither from the Downs, you use your endeavours to obtain the preference of employment, from the limits of your qualification, in favour of the Isle of Wight pilot who may first tender his services, in order that those who, by keeping the sea, are the most efficient and active in the discharge of their duty may meet with the encouragement they merit.

I am, your humble servant,

J. Herbert, Secretary.

(205.)

Mr. , Pilot of Newport.

Sir, Trinity House, London, 23 December 1851.

THE Board having been pleased to order that from henceforth every pilot licensed by them for the port of Newport, who may board a vessel inward-bound in any part of the Bristol Channel not within the limits expressed in his licence, whether he take the charge of her or not, shall immediately require the master to display the customary signal for a Bristol pilot, and to keep the same displayed so long as he, the Newport pilot, shall remain on board any such vessel out of the limits for which he is licensed: and in respect of outward-bound vessels, that every Newport pilot, on reaching the limits of his district, shall, if he remain on board, whether in charge or not, cause a like signal to be displayed; and that any pilot who shall be proved to have committed any infraction or evasion of the said order, shall be liable to severe punishment. I am directed to communicate the same to you, and to require a strict observance thereof at your port.

I am, sir, your humble servant,

J. Herbert, Secretary.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

GENERAL ACCOUNT.

AN ACCOUNT of the RECEIPT and EXPENDITURE of all MONIES received by or on behalf of the

RECEIPT.

	£. s. d.	£. s. d.
Dividends:		
One year's dividend on 55,993 *l.* 5 *s.* 6 *d.* capital, 3 ½ per Cent. Annuities (Income Tax deducted)	1,740 3 4	
Ditto, on the capital transferred from the Cinque Ports Pilots, pursuant to the Act 16 & 17 Vict. c. 129, s. 10, viz.:		
On £ 10,160 – – 3 per Cent. Consols, one year (January and July)	291 9 4	
„ 5,895 – – 3 ¼ per Cent. Annuities, half-year (April)	93 – 1	
„ 15,958 5 – Ditto, consolidation of the above two amounts into one stock, half-year (October)	244 3 10	
„ 6,875 9 10 Ditto, purchased with 6,059 *l.*, received, as hereafter stated, from the Board of Trade, half-year (October)	105 4 2	
„ 559 13 6 New 3 per Cent. Annuities (late 3 ¼ per Cent. Annuities), purchased with 517 *l.*, received from the Board of Trade, as under stated (in November)	Nil.	
£. 23,393 8 4 Total Capital Stock.		2,474 – 9
Dues and Rates:		
Amount of dues received in the year, under the Act 6 Geo. 4, c. 125, on renewal of licences to pilots not licensed, upon certificates of examination by any Sub-Commissioners of Pilotage	706 – 3	
Poundage on pilots' earnings collected at London and the Outports (sect. 4 of the Act 6 Geo. 4, c. 125, and 17 & 18 Vict. c. 105)	2,834 4 2	
Surplus rates of pilotage from ships not having British registers, nor being privileged by any Act or Convention, or Order in Council, to be charged with the British rates only; or not being within the terms thereof	179 10 8	
Dues on turns of pilotage paid by pilots at the Cinque Ports	2,111 9 –	
		5,831 4 1
Annual payments in lieu of death-money by the pilots at the Cinque Ports, licensed prior to 1st October 1853	– – –	843 – –
Miscellaneous Receipt:		
Amount of balances proceeding from the receipt and payment of the pilotage of foreign vessels in the Port of London (sect. 383)	218 8 2	
Fees received on the grant of new licences and extended qualifications for the Port of London and channels leading thereto (sect. 343)	33 1 6	
Fees received on the issue of certificates under the Act 12 & 13 Vict. c. 88, ordered by the Board to be carried to this account	6 6 –	
Fines and penalties	12 12 8	
One year's rent of cliff land at Dover, less Income Tax	9 14 2	
One year's rent of meadow	16 – –	
		296 2 6
Balances of fees, dues, &c. received from the late registrar and treasurers (16 & 17 Vict. c. 129, s. 10)	– – –	579 16 7
Amount received from the Mercantile Marine Fund, with the consent of the Board of Trade, for the purpose of supplying (in part) the deficiency in the funds of the Cinque Ports pilots, pursuant to sect. 8 of the Act 17 & 18 Vict. c. 120	6,059 – –	
Amount received in like manner for the value of an annuity of 72 *l.* 13 *s.*, granted to James Wood, former clerk at the Deal Pilot Station, being further in part of the said deficiency	517 – –	
Amount received in like manner for payment of compensation granted to persons whose offices or emoluments have been injuriously affected by the Act 17 & 18 Vict. c. 104, in further part payment of the said deficiency	604 13 6	
		7,180 13 6
Total Receipt		17,204 17 5
For Balance in hand on 1st January 1854		442 1 2½
	£.	17,646 18 7½

Trinity House, London,
11 December 1855.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

GENERAL ACCOUNT.

Trinity House of Deptford Strond, in respect of PILOTS or PILOTAGE, in the Year ending 31 December 1854.

EXPENDITURE.

	£. s. d.	£. s. d.
Expenses of carrying the Act into execution:		
Salaries and allowances to officers in London and at the Cinque Ports	979 13 9	
Stationery, stamps, printing, and incidental expenses	279 17 2	
Law charges, including those of Mr. Pain, in conducting the affairs of the Cinque Port pilots during the passing of the Act	448 17 7	
Paid on account of expenses incurred in the valuation of the Fund	121 – –	
		1,829 8 6
Commission on surplus pilotage collected at the Outports	– – –	– 15 9
Pensions and Allowances:		
To superannuated pilots, their wives, widows, and children, and occasional relief to ditto during the year, at London and the Outports, except the Cinque Ports	4,370 5 8	
To ditto, at the Cinque Ports, to pilots of that district	1,831 5 7	
To superannuation allowance to James Wood, formerly clerk in the pilot station at Deal, commencing 5th August	29 6 1	
		6,230 17 4
Almshouse Establishment:		
Pensions and allowances to superannuated pilots, their wives or widows, inhabiting 13 almshouses, in the year	639 10 2	
Cost of repair and maintenance of said almshouses in the same period	59 8 11	
		698 19 1
Pilot Stations:		
Cost of repair and maintenance of those at Deal, Dover, and the Isle of Thanet	– – –	91 4 1
Payments to appointees of Cinque Port pilots, on their decease	– – –	429 – –
Paid for the purchase of 6,875 *l.* 9 *s.* 10 *d.* capital in the 3 ¼ per Cent. Annuities	6,059 – –	
Paid for the purchase of 559 *l.* 13 *s.* 6 *d.* capital in the New 3 per Cent. Annuities (late 3 ¼ per Cent.)	517 – –	
Compensations paid to persons whose offices or emoluments have been injuriously affected by the operation of the Act, as awarded by the Board of Trade	407 18 10	
		6,983 18 10
Total Expenditure		16,264 3 7
Balance: Excess of Receipt over Expenditure remaining in hand 31st December 1854		1,382 15 – ½
	£.	17,646 18 7 ½

J. Herbert, Secretary.
George Herbert, Accountant.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

LONDON DISTRICT.

Nos. 2 & 3.—RETURN of the NAMES and AGES of all PILOTS and APPRENTICES licensed or authorised to act by the *Corporation of Trinity House of Deptford Strond*, and of all PILOTS or APPRENTICES acting mediately or immediately under such Corporation, whether so licensed or not, with the Service for which each PILOT or APPRENTICE is licensed; for the Year ending 31 December 1854.

NAME.	AGE.	LIMIT OF LICENCE.
Dumlin, Edw. Taylor	51	From London Bridge down the River of Thames, and the North, South, and Queen's Channels, and round the Long Sand Head into the Downs, and in and out of Harwich Harbour; also for the navigation at the back of the Goodwin Sands, round the South Sand Head, into the Downs, and in and out of Ramsgate Harbour, and from the Downs to the westward as far as the Isle of Wight, and from the Isle of Wight up to London Bridge; also from Orfordness across the North Sea, and up the Baltic and Gulf of Finland, to Cronstadt.
Hindhaugh, William	51	
Irvine, James	54	
Irvine, Peter	43	
Lowery, Thomas	40	
Strachan, Robert	52	
Aston, Edward Onslow	40	From London Bridge down the River of Thames, and the North, South, and Queen's Channels, and round the Long Sand Head into the Downs, and in and out of Harwich Harbour; also for the navigation at the back of the Goodwin Sands, round the South Sand Head, into the Downs, and in and out of Ramsgate Harbour, and from the Downs to the westward as far as the Isle of Wight, and from the Isle of Wight up to London Bridge.
Blyth, George	41	
Daines, William	33	
Glandfield, Fred. W.	41	
Harrison, Ralph	53	
James, John	50	
Jones, Thomas	43	
Murray, Cuthbert	60	
Pashley, Edward	55	
Pidgeon, Edw. Wm.	48	
Small, John	57	
Thompson, Charles	41	
Thompson, Geo. Jas.	51	
Butchart, George	43	From London Bridge down the River of Thames, and the North, South, and Queen's Channels, and round the Long Sand Head into the Downs, and in and out of Harwich Harbour; also for the navigation at the back of the Goodwin Sands, round the South Sand Head into the Downs, and in and out of Ramsgate Harbour; also from Orfordness, across the North Sea, and up the Baltic and Gulf of Finland, to Cronstadt.
Gray, James	41	
Irvine, James	42	
Lynn, John	40	
Moore, William Coats	35	
Ord, William Watson	45	
Reed, Henry	37	
Storey, John Ogilvie	36	
Bishop, Thos. Charles	38	From London Bridge down the River of Thames, and the North, South, and Queen's Channels, and round the Long Sand Head into the Downs, and in and out of Harwich Harbour; also for the navigation at the back of the Goodwin Sands, round the South Sand Head into the Downs, and in and out of Ramsgate Harbour.
Boxer, Michael	53	
Brack, George	42	
Carter, John	51	
Clarence, Edw. Harper	58	
Clough, John	47	
Davie, William	29	
Davison, John	45	
Davison, Robert	62	
Daff, John Thomas	33	
Emerson, Thomas	66	
Fairbairn, Wm. Thos.	47	
Garrick, Thomas	37	
Groves, Joseph Tatten	42	
Haddon, John	63	
Hales, Matthew	57	
Hambleton, Jas. Wm.	49	
Hardy, James	51	
Hatten, William	54	
Hughes, Robert	50	
Huntley, Charles	35	
Johnson, John	34	
Kendrick, G. Edmiston	31	
Lewis, Ralph	60	
Murray, Ralph	32	
Norfor, John	59	
Paton, James	39	
Pentin, John Dodds	42	
Smith, Joseph Alex.	54	
Speeding, William	36	
Stephenson, William	58	
Stocks, Thomas	48	
Thomas, William Penn	41	
Thomsett, George	39	
Wheeler, Richard	42	
Atkinson, Wm. Francis	48	From London Bridge down the River of Thames and South Channel into the Downs; also for the navigation at the back of the Goodwin Sand round the South Sand Head into the Downs and into Ramsgate Harbour; and from the Downs to the westward as far as the Isle of Wight, and from the Isle of Wight up to London Bridge.
Bramston, George	34	
Grant, Andrew	37	
Mumford, Henry Beer	46	
Rees, William	42	
Spence, Wm. Alex.	38	

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

NAME.	AGE.	LIMIT OF LICENCE.
LONDON DISTRICT—*cont^d.*		
Axton, Peter - -	36	
Ball, Rich. John Ross	34	
Beach, Thomas Carder	41	
Belrouth, John - -	38	
Bradley, William -	32	
Brown, George West	44	
Bramston, James -	35	
Cooper, Gerard -	34	
Duck, Richard - -	46	From London Bridge down the River of Thames and South Channel into the Downs; also for the navigation at the back of the Goodwin Sand round the South Sand Head into the Downs and into Ramsgate Harbour.
Farmer, George -	47	
Fawckner, Robt. Follett	64	
Leigh, Thomas - -	33	
Martin, Mark - -	33	
Maxwell, James Finch	37	
Minter, Thomas -	43	
Mowbray, Wm. Whitby	40	
Mather, Robert - -	34	
Martin, Thomas -	27	
Pentin, Philip Michael	37	
Roxberry, Henry -	33	
Smith, Alex. Joseph -	52	
Smith, John George -	42	
Spurgin, William -	36	
Thomas, John - -	34	
Milburn, Thomas -	50	From London Bridge down the River of Thames and the North Channel to Orfordness, and in and out of Harwich Harbour; also, from Orfordness across the North Sea and up the Baltic and Gulf of Finland to Cronstadt.
Polson, Peter - -	36	
Chaters, James Smith	58	From London Bridge down the River of Thames and the North Channel to Orfordness, and in and out of Harwich Harbour.
Chaters, T. Armstrong	63	
Anderson, W. Redman	28	From Dungeness up the River of Thames to Gravesend, and up the River Medway to Standgate Creek, and from the South Buoy of the Brake to the westward, as far as the west end of the Owers, and into and out of Ramsgate, Dover, Sandwich, and Margate Harbours.
Apps, John Edward -	28	
Arnold, John William	25	
Atkins, James - -	51	
Atkins, Robert - -	55	
Austen, Trevanion -	63	
Apps, James Richard	29	
Baker, John - -	40	
Barber, James - -	59	
Barber, William -	32	
Barrett, William -	40	
Birch, Thomas - -	48	
Blown, Thomas Castle	47	
Bowles, William James	34	
Bristow, Henry T. S.	37	
Burton, Aaron - -	48	
Bingham, Thos. James	32	
Bingham, James Henry	34	
Canney, T. Thompson	36	
Clark, Werter - -	62	
Collard, Wm. Redsull	45	
Dair, Thomas James -	51	
Dane, Samuel - -	41	
Decent, Peter - -	46	
Elgar, William Spratt	37	

NAME.	AGE.	LIMIT OF LICENCE.
LONDON DISTRICT—*cont^d.*		
Finnis, Robert - -	33	From Dungeness up the River of Thames to Gravesend, and up the River Medway to Standgate Creek, and from the South Buoy of the Brake to the westward, as far as the west end of the Owers, and into and out of Ramsgate, Dover, Sandwich, and Margate Harbours.
Friend, Stephen -	55	
Fuller, William -	52	
Gasson, James - -	37	
Gillman, John Davis -	39	
Gillman, Chas. Brown	36	
Godden, John Astell -	38	
Gosley, Jas. Morchaise	40	
Gravener, Thos. Henry	44	
Gutsole, John - -	63	
Hambrook, Joseph -	42	
Harmer, Richd. Knight	39	
Hartley, Joseph Henry	27	
Hayward, William -	46	
Hill, Andrew - -	53	
Hinds, Charles Clayson	37	
Hinds, Henry - -	25	
Hobday, Stephen -	50	
Holmes, James - -	32	
Holton, Mark - -	63	
Hoult, Alfred - -	31	
Hubbard, Jas. Liddle	42	
Iron, Richard - -	36	
Jeffery, Thomas -	37	
Jones, Jas. Crowhurst	40	
Jones, Thomas W. -	42	
Jones, Wm. Bentinck	64	
Keys, Daniel Peake -	35	
Keys, Samuel Ham -	39	
Knocker, William -	28	
Larkins, Jas. Alexander	36	
Larkins, Richard -	33	
Lucas, Charles Kidman	41	
Mackie, Thomas Pile -	38	
Mackie, Wm. Burville	61	
Mallett, John Capon -	38	
Marshall, John - -	33	
May, Robert Formage	37	
Millen, John Bullock	28	
Mills, Benjamin -	36	
Moon, Richard - -	51	
Moon, Geo. William -	28	
Moulton, Moons -	45	
Mowll, Richard (3) -	40	
Mowll, Thos. Ralph -	46	
Myhill, Valentine Christopher.	27	
M'Tolridge, William -	56	
Newton, James - -	38	
Norris, James - -	35	
Norris, Stephen -	36	
Norris, Thomas Dixon	46	
Norris, Tom - -	44	
Norwood, Christopher	46	
Olifent, John Elwin -	27	
Pain, John - -	63	
Palmer, George -	42	
Paul, Thomas William	43	
Peake, Allen Marsh -	37	
Peake, Robert - -	54	
Pembroke, Jnos Silvester	31	
Pett, Henry Catton -	39	
Philpott, John - -	42	
Popkiss, William -	46	
Pordige, Robert -	52	
Pott, William Samuel	48	
Prescott, Wm. George	37	

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

NAME.	AGE.	LIMIT OF LICENCE.
LONDON DISTRICT—*cont^d.*		
Ralph, George	34	From Dungeness up the River of Thames to Gravesend, and up the River Medway to Standgate Creek, and from the South Buoy of the Brake to the westward, as far as the west end of the Owers, and into and out of Ramsgate, Dover, Sandwich, and Margate Harbours.
Ralph, James	56	
Ralph, Thomas	41	
Randall, John	50	
Sackett, Benjamin W.	48	
Sclater, Hy. Valentine	37	
Spice, John	49	
Stanton, William	27	
Stanton, Wm. Henry	50	
Tavenor, Richard John	39	
Tomlin, Thos. Barber	39	
Trott, Arthur	37	
Usher, James Waller	42	
Warman, Wm. Bageley	39	
Waters, Alfred John	34	
Watson, Alexander	35	
Watts, William	34	
West, George Barrow	31	
West, Henry	64	
Weston, Franklin Allen	45	
Wellard, Morris	55	
Larkins, Step. Norwood	56	From Dungeness up the River of Thames to London Bridge, and up the River Medway to Standgate Creek, and from the South Buoy of the Brake to the westward as far as the west end of the Owers and into and out of Ramsgate, Dover, Sandwich, and Margate Harbours.
Mowll, Richard (2)	63	
Millen, Charles	64	
Rogers, Richard	62	
Britten, Daniel Barker	51	From Orfordness up the North Channel and River of Thames to London Bridge, and in and out of Harwich Harbour.
Stuart, Richard	64	
Carter, John Aldrich M'Gregor.	34	From Orfordness up the North Channel and River of Thames to Gravesend, and in and out of Harwich Harbour.
Dale, William	34	
Hunt, George	28	
Canham, James	37	
Chatten, Charles	62	From Lowestoft, or its parallel of latitude to Orfordness, thence up the North Channel and River of Thames to London Bridge, and in and out of Harwich Harbour.
Gibson, Js. Stebbings	43	
Whayman, David	63	
Clodd, Edward	45	
Cable, William	44	From Lowestoft or its parallel of latitude to Orfordness, thence up the North Channel and River of Thames to Gravesend, and in and out of Harwich Harbour.
Fish, William	51	
Kersey, George	37	

NAME.	AGE.	LIMIT OF LICENCE.
LONDON DISTRICT—*cont^d.*		
Catmore, Daniel	57	From Southwold or its parallel of latitude to Orfordness, thence up the North Channel and River of Thames to London Bridge, and in and out of Harwich Harbour.
Filby, James	64	
Reeder, Joseph	48	
Chatten, William Job	34	From Southwold or its parallel of latitude to Orfordness, thence up the North Channel and River of Thames to Gravesend, and in and out of Harwich Harbour.
M'Cowan, Robert Wm.	35	
Richardson, William	43	
Green, Philip Francis	29	
Archer, Robert John	68	From Yarmouth to and from the Dudgeon light vessel and from Yarmouth to and from Orfordness, thence across the Kentish Knock to and from the Downs, and up the North Channel and River of Thames to London Bridge, and in and out of Harwich Harbour.
Dance, Thomas	58	
Disney, Henry Beverley	67	
Ferrett, William	55	
Aldrich, William	75	From Smith's Knowl or its parallel of latitude to Orfordness, thence up the North Channel and River of Thames to London Bridge, and in and out of Harwich Harbour.
Lowsey, John	56	
Montague, John	77	
Rogers, John	70	
Black, John	44	From Yarmouth to and from the Dudgeon light vessel, and from Yarmouth to and from Orfordness, thence across the Kentish Knock to and from the Downs and up the North Channel, and River of Thames to Gravesend, and in and out of Harwich Harbour.
Boult, James Clark	44	
Bowell, John	47	
Deveroux, Edward	50	
Fleming, Samuel	52	
Fulcher, James	48	
Layton, Thomas	58	
Leggett, Edward	43	
Reeder, William	51	
Rising, Thomas	48	
Rouse, Royal	50	
Leggett, Thomas	34	
Ferrett, Samuel	50	
Fleming, William	39	
Jenner, Charles	48	
Lindsey, Thomas	48	
Lindsey, Samuel	44	
Littlewood, Marke Forster.	49	
Woods, William	52	
Tansley, Isaiah	37	

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

NAME.	AGE.	LIMIT OF LICENCE.
LONDON DISTRICT—*cont*^{d}.		
Aldrich, William, junr.	45	From Smith's Knowl or its parallel of latitude to Orfordness, thence up the North Channel and River of Thames to Gravesend, and in and out of Harwich Harbour.
Bokenham, John -	43	
Land, William - -	45	
Lilley, John - -	44	
Reeve, Thomas - -	44	
Simpson, William -	47	
Taylor, Edward -	43	
Girling, Wm. Andrew	32	
Warnes, William -	33	
Atkinson, Rd. Christr.	46	From London Bridge down the River of Thames to Gravesend, and back to London Bridge.
Brown, John - -	44	
Brownfield, James -	57	
Brownfield, James, jun.	31	
Brownfield, William -	60	
Brownfield, George -	35	
Bromley, John Thomas	36	
Constant, Amos -	38	
Chapman, Edward -	33	
Daff, Thomas Allen -	54	
Deane, James - -	60	
Denton, John - -	38	
Dix, Charles - -	42	
Elliot, George - -	48	
Ferguson, John -	70	
Ferguson, Chas. Thos.	38	
Forrest, Richard Wm.	44	
Fothergill, William -	59	
Freeman, William -	40	
Hallsey, Daniel -	43	
Hallsey, George -	42	
Hallsey, Thomas -	34	
Hedley, John - -	42	
Henderson, John -	51	
Henderson, William -	45	
Hobson, James Wm.	45	
Houghton, Edmund -	45	
Humphreys, Wm. Hart.	37	
Ives, William Henry -	36	
Ives, Thomas Charles	39	
Jackson, David -	53	

NAME.	AGE.	LIMIT OF LICENCE.
LONDON DISTRICT—*cont*^{d}.		
Jameson, Henry -	41	From London Bridge down the River of Thames to Gravesend, and back to London Bridge.
Joel, William - -	37	
Kindred, James -	34	
Larnder, George Ralph	28	
Lawson, James -	40	
Lygo, Richard -	35	
Martin, John Berdow	30	
Martin, Joseph (1) -	37	
Martin, Joseph (2) -	28	
Osgood, William Thos.	56	
Palmer, William -	58	
Pascoe, William Williams.	45	
Pattison, John - -	45	
Pattison, Frederick -	33	
Peirce, Wm Thos. Jos.	39	
Postgate, Rich. Bonner	41	
Rae, Thomas Wotten	39	
Ramshaw, George Prissick.	46	
Ross, Richard Varney	40	
Ross, Alex. Douglas -	34	
Roxberry, Thomas -	42	
Sandford, William -	36	
Speedy, John - -	49	
Spiers, Stephen Joseph	44	
Spiers, George - -	41	
Stratford, Charles -	27	
Stibbs, Edward John -	31	
Tonge, Gervase Woodhouse Bursall.	33	
Voy, Thomas - -	58	
Walker, James Combe	49	
Walker, John - -	45	
Warner, Charles -	56	
Warner, John - -	31	
West, Thomas - -	45	
Wheeler, William Alex.	45	
Williams, William -	41	
Williams, Thomas Jas.	39	
Williams, Edwin -	39	
Williams, Henry -	34	

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.* - - -

No. 4.—RETURN of the RATES of PILOTAGE now in force, including the Rates and Descriptions of all Charges upon

PORT OF LONDON. - - - - - - - - -

TABLE of the RATES of PILOTAGE to be Demanded and Received by Pilots Licensed by the Corporation of Trinity
16 & 17 Vict. c. 129, for Piloting Ships and Vessels

FROM	TO	7 Feet and Under.	8 Feet.	9 Feet.	10 Feet.	11 Feet.
		£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
The sea, Orfordness, or Hoseley Bay	The Nore or Warps - - -	3 13 6	4 2 9	4 12 –	5 1 3	5 5 9
The sea, Orfordness, or Hoseley Bay	Gravesend, Chatham, Standgate Creek, or Blackstakes - -	4 12 –	5 7 9	6 3 3	6 18 –	7 11 9
Pilots duly Licensed to conduct Vessels Inwards above Gravesend, continuing in Charge as far as any of the under-mentioned Places, are to be Paid for the whole Distance as follows: viz.						
The sea, Orfordness, or Hoseley Bay - - - - - -	Long Reach - - - - -	4 16 6	5 12 3	6 8 –	7 2 6	7 18 3
	Woolwich or Blackwall - -	5 5 9	6 1 6	6 17 –	7 11 9	8 10 3
	Moorings, London Docks, City Canal, or St. Katherine's Docks -	5 16 –	6 9 9	7 3 6	7 17 3	8 19 6
The Nore or Warps - - -	The sea, Orfordness, or Hoseley Bay	3 6 –	3 14 –	4 3 –	4 11 –	4 15 –
Gravesend, Chatham, Standgate Creek, or Blackstakes - -	- - Ditto - - ditto - -	4 3 –	4 17 –	5 11 –	6 4 –	6 16 –
Pilots duly Licensed to conduct Vessels Outwards beyond Gravesend, and continuing in Charge as far as any of the under-mentioned Places, are to be Paid for the whole Distance as follows; viz.						
Long Reach - - - - -	The sea, Orfordness, or Hoseley Bay	4 7 –	5 1 –	5 15 –	6 8 –	7 3 –
Woolwich or Blackwall - -	- - Ditto - - ditto - -	4 15 –	5 9 –	6 4 –	6 16 –	7 13 –
Moorings, London Docks, City Canal, or St. Katherine's Docks	- - Ditto - - ditto - -	5 5 –	5 17 –	6 9 –	7 2 –	8 2 –
The sea or the Downs, and *vice versâ* - - - - - -	The Nore or Warps - - -	3 6 –	3 14 –	4 3 –	4 11 –	4 15 –
	Gravesend, Chatham, Standgate Creek, or Blackstakes - -	4 3 –	4 17 –	5 11 –	6 4 –	6 16 –
Pilots duly Licensed to conduct Vessels beyond Gravesend, either Inwards or Outwards, and continuing in Charge to or from any of the under-mentioned Places, as the case may be, are to be paid as follows; viz.						
The sea or the Downs, and *vice versâ* - - - - - -	Long Reach - - - - -	4 7 –	5 1 –	5 15 –	6 8 –	7 3 –
	Woolwich or Blackwall - - -	4 15 –	5 9 –	6 4 –	6 16 –	7 13 –
	Moorings, London Docks, City Canal, or St. Katherine's Docks -	5 5 –	5 17 –	6 9 –	7 2 –	8 2 –
The Nore or Warps, and *vice versâ*	Gravesend, Standgate Creek, or Blackstakes - - - -	1 15 –	1 19 –	2 2 –	2 5 –	2 14 –
	Long Reach or Chatham - -	2 2 –	2 5 –	2 10 –	2 14 –	3 2 –
	Woolwich or Blackwall - - -	2 10 –	2 15 –	3 1 –	3 6 –	3 14 –
	Moorings, London Docks, City Canal, or St. Katherine's Docks -	2 18 –	3 4 –	3 10 –	3 14 –	4 7 –
Gravesend Reach, and *vice versâ* -	Long Reach - - - - -	– 9 –	– 13 –	– 18 –	1 3 –	1 7 –
	Woolwich or Blackwall - -	1 1 –	1 5 –	1 9 –	1 13 –	2 – –
	Moorings, London Docks, City Canal, or St. Katherine's Docks -	1 5 –	1 11 –	1 16 –	2 2 –	2 10 –
	Sheerness, Standgate Creek, or Blackstakes - - - -	2 10 –	2 13 –	2 15 –	2 18 –	3 6 –
	Chatham - - - - -	2 18 –	3 1 –	3 4 –	3 6 –	3 14 –
Long Reach, and *vice versâ* - -	Woolwich or Blackwall - -	– 17 –	1 – –	1 2 –	1 5 –	1 13 –
	Moorings, London Docks, City Canal, or St. Katherine's Docks -	1 5 –	1 8 –	1 11 –	1 13 –	2 2 –
	Sheerness, Standgate Creek, or Blackstakes - - - -	2 18 –	3 1 –	3 3 –	3 6 –	3 14 –
	Chatham - - - - -	3 6 –	3 10 –	3 12 –	3 14 –	4 3 –
Woolwich or Blackwall, and *vice versâ* - - - - - -	Moorings, London Docks, City Canal, or St. Katherine's Docks -	– 17 –	1 – –	1 2 –	1 5 –	1 7 –
	Sheerness, Standgate Creek, or Blackstakes - - - -	3 6 –	3 10 –	3 12 –	3 14 –	4 3 –
	Chatham - - - - -	3 14 –	3 18 –	4 1 –	4 3 –	4 11 –

The several rates and prices specified above are subject to a reduction of one-fourth part, in respect of vessels propelled by steam and vessels which any such rate or price may be payable, the reduction of one-fourth shall be made on such

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

Shipping made for or in respect of Pilots or Pilotage at the Port of *London*; for the Year ending 31 December 1854.

PORT OF LONDON.

House of Deptford Strond, or acting as such under the Authority of the Acts of Parliament 6 Geo. 3, c. 125, and within the Limits in the said Table mentioned.

12 Feet.	13 Feet.	14 Feet.	15 Feet.	16 Feet.	17 Feet.	18 Feet.	19 Feet.	20 Feet.	21 Feet.	22 Feet.	23 Feet and Upwards.
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
6 5 –	6 13 6	7 7 3	7 16 6	8 14 9	9 8 6	10 17 –	11 10 –	12 17 6	14 5 3	16 11 3	18 8 –
8 5 6	8 19 6	9 13 3	10 7 –	11 – 9	11 14 6	14 1 6	16 13 –	19 6 6	21 5 –	23 3 9	25 2 3
8 14 9	9 8 6	10 – –	10 16 3	11 10 –	13 3 6	15 9 –	18 11 9	21 5 –	23 – –	24 16 9	26 13 6
9 4 –	10 2 6	11 – 9	11 14 6	12 8 6	14 3 6	16 5 9	19 11 –	22 1 6	24 16 9	27 12 –	30 7 3
9 13 3	10 11 6	11 10 –	12 8 6	13 2 3	14 14 6	17 – 6	20 10 3	23 4 6	25 18 9	28 13 –	31 7 3
5 12 –	6 – –	6 13 –	7 1 –	7 17 –	8 10 –	9 16 –	10 7 –	11 12 –	12 17 –	14 18 –	16 11 –
7 9 –	8 2 –	8 14 –	9 6 –	9 19 –	10 11 –	12 13 –	15 – –	17 18 –	19 3 –	20 17 –	22 12 –
7 17 –	8 10 –	9 – –	9 15 –	10 7 –	11 17 –	13 18 –	16 14 –	19 3 –	20 14 –	22 7 –	24 – –
8 6 –	9 2 –	9 19 –	10 11 –	11 4 –	12 15 –	14 13 –	17 12 –	19 17 –	22 7 –	24 17 –	27 7 –
8 14 –	9 10 –	10 7 –	11 4 –	11 16 –	13 5 –	15 6 –	18 19 –	20 18 –	23 7 –	25 16 –	28 5 –
5 12 –	6 – –	6 13 –	7 1 –	7 17 –	8 10 –	9 16 –	10 7 –	11 12 –	12 17 –	14 18 –	16 11 –
7 9 –	8 2 –	8 14 –	9 6 –	9 19 –	10 11 –	12 13 –	15 – –	17 18 –	19 3 –	20 17 –	22 12 –
7 17 –	8 10 –	9 – –	9 15 –	10 7 –	11 17 –	13 18 –	16 14 –	19 3 –	20 14 –	22 7 –	24 – –
8 6 –	9 2 –	9 19 –	10 11 –	11 4 –	12 15 –	14 13 –	17 12 –	19 17 –	22 7 –	24 17 –	27 7 –
8 14 –	9 10 –	10 7 –	11 4 –	11 16 –	13 5 –	15 6 –	18 19 –	20 18 –	23 7 –	25 16 –	28 5 –
3 – –	3 5 –	3 8 –	3 14 –	4 1 –	4 11 –	5 5 –	5 16 –	6 19 –	7 17 –	8 14 –	9 11 –
3 11 –	3 14 –	3 18 –	4 4 –	4 15 –	5 5 –	6 2 –	7 9 –	8 14 –	9 11 –	10 9 –	11 10 –
4 1 –	4 9 –	4 18 –	5 5 –	5 12 –	6 8 –	7 7 –	8 6 –	10 9 –	11 6 –	12 9 –	13 11 –
4 15 –	5 4 –	5 12 –	6 – –	6 8 –	7 5 –	8 6 –	9 19 –	11 12 –	12 9 –	13 5 –	14 2 –
1 11 –	1 15 –	1 19 –	2 4 –	2 8 –	2 12 –	2 16 –	3 – –	3 4 –	4 3 –	5 – –	5 16 –
2 8 –	2 16 –	3 4 –	3 11 –	3 17 –	4 4 –	4 11 –	5 12 –	6 16 –	8 2 –	8 14 –	9 6 –
2 18 –	3 6 –	3 14 –	4 3 –	4 11 –	4 19 –	5 8 –	6 13 –	7 17 –	9 2 –	10 7 –	11 12 –
3 14 –	4 3 –	4 11 –	4 19 –	5 8 –	5 16 –	6 4 –	6 13 –	7 1 –	7 9 –	7 17 –	8 5 –
4 3 –	4 11 –	4 19 –	5 8 –	5 16 –	6 4 –	6 13 –	7 1 –	7 9 –	7 17 –	8 5 –	8 13 –
2 2 –	2 10 –	2 18 –	3 6 –	3 14 –	4 3 –	4 13 –	5 5 –	5 16 –	7 9 –	8 6 –	9 3 –
2 10 –	2 18 –	3 6 –	3 14 –	4 3 –	4 13 –	5 5 –	5 16 –	6 13 –	8 6 –	9 19 –	11 12 –
4 3 –	4 11 –	4 19 –	5 8 –	5 16 –	6 4 –	6 13 –	7 2 –	7 9 –	7 17 –	8 5 –	8 13 –
4 11 –	4 19 –	5 8 –	5 16 –	6 4 –	6 13 –	7 1 –	7 9 –	7 17 –	8 6 –	8 14 –	9 2 –
1 9 –	1 13 –	1 17 –	2 2 –	2 5 –	2 10 –	2 14 –	2 18 –	3 2 –	3 6 –	3 10 –	3 14 –
4 11 –	4 19 –	5 8 –	5 16 –	6 4 –	6 13 –	7 1 –	7 9 –	7 17 –	8 5 –	8 13 –	9 1 –
4 19 –	5 8 –	5 16 –	6 4 –	6 13 –	7 1 –	7 9 –	7 17 –	8 6 –	8 14 –	9 2 –	9 10 –

towed by steam vessels, provided that if any such vessel shall be propelled by steam, or towed by a steam vessel for a part only of the distance for part only of the said rate or price as shall be proportionate to the distance so propelled or towed.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

Vessels not exceeding 70 tons, chiefly laden inwards with fish, corn, or other provisions, are to pay during the summer months, viz., from Lady-day to Michaelmas-day inclusive, the following rates only, viz.:—

	£. s. d.
From Sea to London, or *vice versâ*	4 14 6
From Gravesend to London, or *vice versâ*	1 5 –

Vessels exceeding 70 tons, and not exceeding 100 tons, chiefly laden inwards with fish, corn, or other provisions, are to pay during the summer months, viz., from Lady-day to Michaelmas-day inclusive, the following rates for the outward voyage, viz.:—

	£. s. d.
From London to Gravesend	1 5 –
From London to the Nore	2 18 –
From London to the Sea	5 5 –

A pilot taking charge of a foreign vessel, on board of which there may not be any individual qualified to interpret his orders, shall be authorised to employ a person to assist him as leadsman or interpreter; provided it be distinctly understood that the necessity for the employment of such person shall be proved to the satisfaction of the Corporation of Trinity House, in which case only the following rates shall be chargeable in addition to the regular pilotage, viz.:—

	£. s. d.
For the whole run from Sea to Gravesend	2 10 –
For the whole run from Gravesend to Sea	1 – –

TABLE of the RATES of PILOTAGE from the *Downs* to the *Isle of Wight*, and *vice versâ*.

7 Feet, and under.	8 Feet.	9 Feet.	10 Feet.	11 Feet.	12 Feet.	13 Feet.	14 Feet.
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
3 8 –	3 19 –	4 10 –	5 1 –	5 12 –	6 1 –	6 11 –	7 2 –

15 Feet.	16 Feet.	17 Feet.	18 Feet.	19 Feet.	20 Feet.	21 Feet.	Above 21 Feet.
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
7 11 –	8 2 –	8 10 –	9 18 –	11 14 –	13 10 –	15 6 –	16 4 –

Ships not having British registers are to pay one-fourth more than ships having British registers, except when such first-mentioned ships shall be chiefly laden with fish, corn, or other provisions; or shall by any Order of Her Majesty's Most Honourable Privy Council be privileged to enter the ports of this kingdom, upon paying the same duties of tonnage as are paid by British ships; in which case such ships and vessels, not having British registers, shall pay the like rates of pilotage only as are payable by ships having British registers.

The

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

The additional rate for intermediate portions of a foot in the draft to be regulated as follows, viz.:—

For three inches, and under - - - - - - No addition.

For more than three inches, and under nine inches - The medium between the two rates.

For nine inches, and upwards - - - - - The rate for the next foot.

For removing a ship or vessel from moorings into a dry or wet dock:—

	£.	s.	d.
For a ship under 300 tons - - - - - - - - - -	–	15	–
Ditto - of 300 to 600 tons - - - - - - - -	1	1	–
Ditto - of 600 to 1,000 tons - - - - - - - -	1	11	6
Ditto, above 1,000 tons - - - - - - - - -	2	2	–

In the Thames above Gravesend.

	£.	s.	d.
For a boat of a class carrying an anchor of above 4 cwt., with a corresponding tow-line -	2	2	–
Ditto - - - - ditto - - - - 2 cwt. - - - - - - -	1	1	–
Ditto - - - - ditto - - under 2 cwt. - - - - - - -	–	15	–

Per trip for the whole distance from Gravesend to London, and in proportion for any part of that distance.

And for each man's service in those boats, 8 *s.* per tide.

For putting a Pilot on Board, and for Pilotage of Ships and Vessels to the Anchorage in the Downs.*	60 Tons, and under 150.	150 Tons, and under 250.	250 Tons, and under 400.	400 Tons, and under 600.	600 Tons, and upwards.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
From off Dungeness to off Folkstone, the Church bearing N. N. W. by compass -	1 16 –	2 14 –	3 3 –	3 12 –	4 14 6
From off Folkstone to the South Foreland; the Lights in one - - - - - -	1 7 –	1 16 –	2 5 –	2 14 –	3 15 6
From off the South Foreland to the Downs -	1 2 6	1 2 6	1 7 –	1 16 –	2 17 –

* When the pilot is put on board by a boat from the shore, one-seventh to the pilot, and the remaining six-sevenths to the boat and crew.

Approved by Her Majesty in Council at the Court at Buckingham Palace, the 18th day of February 1854.

Wm. L. Bathurst.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

No. 5. (1.)—RETURN of the TOTAL AMOUNT received for PILOTAGE of VESSELS Into the Port of *London*, distinguishing respect of Vessels paying different Rates of Pilotage, and the several Amounts received for the several Classes of aforesaid; for the Year ending 31 December 1854.

PORT OF LONDON—INWARDS.

DISTANCES FOR WHICH PILOTED, According to the different Distances in the Scale of Rates.		BRITISH VESSELS.					
		Not Towed by Steam.			Towed by Steam.		
FROM	TO	No.	Amount.		No.	Amount.	
			£. s. d.			£. s. d.	
The Sea, Orfordness, the Downs, or Hoseley Bay.	Nore or Warps	-	-		-	-	
	Gravesend, Chatham, Stangate Creek, or Blackstakes.	1,346	11,757 11	–	1,346	14,555 11	6
	Long Reach	-	-		-	-	
	Woolwich or Blackwall	-	-		4	71 3	1
	Moorings, London Docks, City Canal, or St. Katharine Docks.	2	22 4	3	7	73 7	8
Sheerness, Stangate Creek, or Blackstakes.	Gravesend Reach	1	3 14	9	-	-	
	Woolwich or Blackwall	-	-		-	-	
The Nore or Warps	Gravesend, Stangate Creek, or Blackstakes.	-	-		2	5 12	3
	Long Reach or Chatham	-	-		2	15 –	8
Gravesend Reach	Long Reach	4	4 17	–	9	30 17	9
	Woolwich or Blackwall	77	209 5	2½	884	2,847 19	11¾
	Moorings, London Docks, City Canal, or St. Katharine Docks.	465	1,250 5	7½	1,520	4,518 15	3
Long Reach	Woolwich or Blackwall	-	-		5	29 13	4
	Moorings, London Docks, City Canal, or St. Katharine Docks.	1	2 2	–	3	17 14	2
Woolwich or Blackwall	Ditto	2	5 –	–	5	12 11	11
Off Dungeness to off Folkestone.	The Downs	1,452	5,124 4	6	46	186 14	6
Off Folkestone to the South Foreland.	Ditto	646	1,372 15	6	6	19 14	6
The South Foreland	Ditto	410	623 1	–	12	25 17	–
Dudgeon	Orfordness	-	-		1	7 10	–
Yarmouth, Lowestoft, or Smith's Knowl.	Ditto	3	7 10	–	2	7 10	–
Southwold	Ditto	3	4 7	6	-	-	
Isle of Wight	The Downs	-	-		1	2 16	–
Ostend	Ditto	-	-		-	-	
Mouse	Long Reach	-	-		-	-	
Chapman	Gravesend	-	-		1	4 –	–
Tongue Light	Ditto	1	9 –	–	-	-	
	TOTAL £.	-	20,395 18	4	-	22,432 9	6¾

VESSELS CHANGING AT GRAVESEND.

	No.	Amount for Pilotage below Gravesend.
		£. s. d.
Return of the amount paid by such vessels piloted into the Port of London, as have, before reaching their port of destination, to take or pay for two or more pilots, with the number of vessels paying the same	5,049	60,443 – –

N. B.—Change of pilots takes place only at Gravesed.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

the Amounts received from British Vessels and from Foreign Vessels respectively, and the several Amounts received in Service rendered by Pilots, together with the Number of the Vessels of each of the Classes paying such Amounts as

PORT OF LONDON—INWARDS.

FOREIGN VESSELS.														TOTALS.	
PRIVILEGED.						UNPRIVILEGED.									
Not Towed by Steam.			Towed by Steam.			Not Towed by Steam.			Towed by Steam.						
No.	Amount.			No.	Amount.			No.	Amount.			No.	Amount.			No.	Amount.		
	£.	s.	d.		£.	s.	d.		£.	s.	d.		£.	s.	d.		£.	s.	d.
10	69	16	7	2	19	7	3	–	–	–	–	–	–	–	–	12	89	3	10
1,909	16,843	1	2	655	6,807	8	–	14	132	12	1	15	182	12	10	5,285	50,278	16	7
1	9	4	–	–	–	–	–	–	–	–	–	–	–	–	–		9	4	–
5	44	19	2	2	29	15	7	–	–	–	–	–	–	–	–	11	145	17	10
5	48	8	11	6	62	8	1	–	–	–	–	–	–	–	–	20	206	8	11
4	13	14	3	7	19	8	3	–	–	–	–	–	–	–	–	12	36	17	3
1	2	7	1	–	–	–	–	–	–	–	–	–	–	–	–	1	2	7	1
1	1	19	–	3	16	17	8	–	–	–	–	–	–	–	–	6	24	8	11
–	–	–	–	1	4	6	3	–	–	–	–	–	–	–	–	3	19	6	11
8	24	14	2	30	86	8	10	–	–	–	–	–	–	–	–	51	146	17	9
339	754	15	4	193	736	1	4¾	2	6	10	–	2	6	13	10	1,497	4,561	5	9
1,343	4,379	3	1	1,033	3,128	13	–¼	17	62	12	5	9	30	13	4	4,387	13,370	2	9
1	4	19	4	17	80	10	7	–	–	–	–	–	–	–	–	23	115	3	3
2	10	9	6	15	81	3	3	–	–	–	–	–	–	–	–	21	111	8	11
–	–	–	–	4	8	–	3	–	–	–	–	–	–	–	–	11	25	12	2
480	1,829	4	6	8	32	15	–	6	19	1	9	1	4	10	–	1,993	7,196	10	3
352	755	5	6	11	27	13	6	8	16	18	–	–	–	–	–	1,026	2,192	7	–
223	342	9	–	14	17	13	6	10	14	–	3	–	–	–	–	669	1,093	–	9
22	123	15	–	–	–	–	–	–	–	–	–	–	–	–	–	23	131	5	–
529	1,313	4	6	23	67	7	6	–	–	–	–	–	–	–	–	557	1,395	12	–
296	409	8	6	6	11	5	–	–	–	–	–	–	–	–	–	305	425	1	–
1	7	11	–	–	–	–	–	–	–	–	–	–	–	–	–	2	10	7	–
–	–	–	–	1	7	19	10	–	–	–	–	–	–	–	–	1	7	19	10
–	–	–	–	1	6	9	5	–	–	–	–	–	–	–	–	1	6	9	5
–	–	–	–	1	6	10	–	–	–	–	–	–	–	–	–	2	10	10	–
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1	9	–	–
–	26,988	9	7	–	11,258	2	2¼	–	251	14	6	–	224	10	–	–	81,551	4	2

VESSELS CHANGING AT GRAVESEND.

No.	Amount for Pilotage above Gravesend.			TOTALS.				
				No.	Amount.			
	£.	s.	d.		£.	s.	d.	
4,773	15,335	11	9	9,822	75,778	11	9	

Note.—The number of vessels has not been totalled, because in very many instances pilotage service has been rendered to the same vessel for more than one of the distances above specified and provided for in the Scale of Rates.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

No. 5. (2.)—RETURN of the TOTAL AMOUNT received for PILOTAGE of VESSELS Out of the Port of *London*, distinguishing respect of Vessels paying different Rates of Pilotage, and the several Amounts received for the several Classes of aforesaid; for the Year ending 31 December 1854.

PORT OF LONDON—OUTWARDS.

DISTANCES FOR WHICH PILOTED, According to the different Distances in the Scale of Rates.		BRITISH VESSELS.					
		Not Towed by Steam.			Towed by Steam.		
FROM	TO	No.	Amount.		No.	Amount.	
			£. s. d.			£. s. d.	
Nore or Warps	The Sea, Orfordness, or Downs	-	- - -		1	10 16 6	
Gravesend, Chatham, Stangate Creek, or Blackstakes.	Ditto	148	1,244 7 6		206	1,832 17 6	½
Long Reach	Ditto	30	213 4 1		24	241 18 2	
Woolwich or Blackwall	Ditto	32	273 2 3		482	4,763 1 10	½
Moorings, London Docks, City Canal, or St. Katharine Docks.	Ditto	56	497 13	-½	920	8,970 5 8	½
Gravesend Reach	Sheerness	-	- - -		1	8 13 -	
Woolwich or Blackwall	Ditto	1	9 2 -		-	- - -	
Gravesend	Nore or Warps	-	- - -		2	5 11 1	
Long Reach	Ditto	-	- - -		1	7 10 4	
Woolwich or Blackwall	Ditto	-	- - -		1	8 13 10	
Moorings, London Docks, City Canal, or St. Katharine Docks.	Ditto	-	- - -		2	7 15 1	½
Long Reach	Gravesend Reach	2	3 6 3		-	- - -	
Woolwich or Blackwall	Ditto	12	24 4 -		130	359 7 10	½
Ditto	Long Reach	-	- - -		2	6 4 9	
Moorings, London Docks, City Canal, or St. Katharine Docks.	Gravesend	17	42 9 11		170	539 6 5	½
Ditto	Long Reach	1	1 10 -		2	4 17 6	
Ditto	Woolwich or Blackwall	-	- - -		3	6 7 11	
Downs	Dungeness	-	- - -		-	- - -	
Ditto	Yarmouth	1	6 5 -		-	- - -	
Ditto	Isle of Wight	26	228 13 4		128	1,207 18 6	
Ditto	Holland	-	- - -		-	- - -	
Ditto	Ostend	-	- - -		1	7 19 10	
Ditto	Havre	-	- - -		-	- - -	
Ditto	Calais	1	4 8 6		2	6 5 -	
Deal	Dungeness	-	- - -		2	8 2 -	
Ditto	Beachy Head	-	- - -		1	7 9 8	
Isle of Wight	Stokes Bay	1	3 - -		-	- - -	
Ditto	Plymouth	1	9 9 -		-	- - -	
Ditto	Start	-	- - -		1	11 15 6	
Sea or Orfordness	Stromness	1	6 18 -		2	17 17 9	
London	Chapman	-	- - -		1	5 5 9	
Blackwall	Ditto	-	- - -		-	- - -	
Woolwich	Gallions	1	2 10 -		-	- - -	
Long Reach	Leith and Plymouth	-	- - -		1	105 - -	
Gravesend	Mouse	-	- - -		-	- - -	
Ditto	Tongue Light	1	9 - -		-	- - -	
Nore	Sheerness	-	- - -		-	- - -	
Ramsgate Harbour	-	1	2 10 -		-	- - -	
	TOTAL £.	-	2,581 12 10	½	-	18,151 1 8	

VESSELS CHANGING AT GRAVESEND

	No.	Amount for Pilotage above Gravesend.
		£. s. d.
Return of the amount paid by such vessels as have, before reaching the limits of pilotage water, to take or pay for two or more pilots, with the number of vessels paying the same	478	1,348 12 8
N.B.—Change of pilots takes place only at Gravesend or the Downs.		

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

the Amounts received from British Vessels and from Foreign Vessels respectively, and the several Amounts received in Service rendered by Pilots, together with the Number of the Vessels of each of the Classes paying such Amounts as

PORT OF LONDON—OUTWARDS.

FOREIGN VESSELS.								TOTALS.	
PRIVILEGED.				UNPRIVILEGED.					
Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
	£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
1	5 4 –	–	– – –	–	– – –	–	– – –	2	16 – 6
154	1,242 8 1½	132	730 19 9½	2	14 – 3	–	– – –	642	5,064 13 2½
19	141 7 5	8	82 8 7½	–	– – –	–	– – –	81	678 18 3½
91	810 15 8½	105	1,038 – 2	–	– – –	1	13 8 –	711	6,898 8 –
446	4,286 – 6	551	5,071 15 10	5	54 10 –	2	38 18 1	1,980	18,919 3 2
–	– – –	–	– – –	–	– – –	–	– – –	1	8 13 –
–	– – –	–	– – –	–	– – –	–	– – –	1	9 2 –
–	– – –	2	14 1 –	–	– – –	–	– – –	4	19 12 1
–	– – –	–	– – –	–	– – –	–	– – –	1	7 10 4
1	3 4 6	–	– – –	–	– – –	–	– – –	2	11 18 4
1	4 7 –	1	4 – –	–	– – –	–	– – –	4	16 2 1½
5	8 15 10	1	1 3 3	–	– – –	–	– – –	8	13 5 4
31	60 – 5½	22	46 7 5	–	– – –	–	– – –	195	489 19 9
–	– – –	4	24 8 –	–	– – –	–	– – –	6	30 12 9
132	385 – 10	164	294 17 9	–	– – –	–	– – –	483	1,261 14 11½
–	– – –	1	1 17 6	–	– – –	–	– – –	4	8 5 –
1	3 9 –	–	– – –	–	– – –	–	– – –	4	9 16 1
–	– – –	1	4 14 6	–	– – –	–	– – –	1	4 14 6
–	– – –	–	– – –	–	– – –	–	– – –	1	6 5 –
6	65 1 –	74	846 5 3	–	– – –	–	– – –	234	2,347 18 1
1	10 10 –	–	– – –	–	– – –	–	– – –	1	10 10 –
–	– – –	–	– – –	–	– – –	–	– – –	1	7 19 10
1	6 6 –	–	– – –	–	– – –	–	– – –	1	6 6 –
–	– – –	–	– – –	–	– – –	–	– – –	3	10 13 6
–	– – –	–	– – –	–	– – –	–	– – –	2	8 2 –
–	– – –	–	– – –	–	– – –	–	– – –	1	7 9 8
–	– – –	–	– – –	–	– – –	–	– – –	1	3 – –
–	– – –	–	– – –	–	– – –	–	– – –	1	9 9 –
–	– – –	–	– – –	–	– – –	–	– – –	1	11 15 6
–	– – –	–	– – –	–	– – –	–	– – –	3	24 15 9
–	– – –	–	– – –	–	– – –	–	– – –	1	5 5 9
–	– – –	1	6 10 –	–	– – –	–	– – –	1	6 10 –
–	– – –	–	– – –	–	– – –	–	– – –	1	2 10 –
–	– – –	–	– – –	–	– – –	–	– – –	1	105 – –
–	– – –	1	5 10 5	–	– – –	–	– – –	1	5 10 5
–	– – –	–	– – –	–	– – –	–	– – –	1	9 – –
–	– – –	1	2 14 –	–	– – –	–	– – –	1	2 14 –
–	– – –	–	– – –	–	– – –	–	– – –	1	2 10 –
–	7,032 10 4¼	–	8,175 13 6	–	68 10 3	–	52 6 1	–	36,061 14 9

VESSELS CHANGING AT GRAVESEND.

No.	Amount for Pilotage below Gravesend.	TOTALS.	
		No.	Amount.
	£. s. d.		£. s. d.
426	3,543 3 6	904	4,891 16 2

Note.—The number of vessels has not been totalled, because in very many instances pilotage service has been rendered to the same vessel for more than one of the distances above specified and provided for in the Scale of Rates.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

OUTPORT DISTRICTS.

Nos. 2 & 3.—RETURNS of the NAMES and AGES of all PILOTS and APPRENTICES licensed or authorised to act by the Trinity House of *Deptford Strond*, for the Outport Districts; and of all PILOTS or APPRENTICES acting for such Districts mediately or immediately under such Corporation, whether so licensed or not, with the Service for which each PILOT or APPRENTICE is licensed; for the Year ending 31 December 1854.

No. 4.—RETURNS of the RATES of PILOTAGE now in force for the Outport Districts under the Trinity House, including the Rates and Descriptions of all Charges upon Shipping made for or in respect of Pilots or Pilotage at such Outports; for the Year ending 31 December 1854.

No. 5.—RETURNS of the TOTAL AMOUNT received for PILOTAGE of VESSELS Into and Out of the Outport Districts of the Trinity House, distinguishing the Amounts received from British Vessels and from Foreign Vessels respectively, and the several Amounts received in respect of Vessels paying different Rates of Pilotage, and the several Amounts received for the several Classes of Service rendered by Pilots, together with the Number of the Vessels of each of the Classes paying such Amounts as aforesaid; for the Year ending 31 December 1854.

Note.—The Number of Vessels has not, in all cases, been totalled; because, in very many instances, Pilotage Service has been rendered to the same Vessel for more than one of the Distances specified, and provided for in the Scale of Rates.

ABERDOVEY DISTRICT.

Definition of Limits:—From two Miles beyond the outside of the Bar, off the Entrance of the River Dovey, up the said River to Aberdovey, and *vice versâ*.

Nos. 2 & 3—RETURN of the NAMES and AGES of PILOTS licensed for the *Aberdovey* District.

NAME.	AGE.	LIMITS OF LICENCE.
Lewis Lewis - - - -	35	From two miles beyond the outside of the bar off the entrance of the River Dovey, up the said river to Aberdovey, and *vice versâ*.
Peter Daniell - - - -	71	

No. 4.—RETURN of the RATES of PILOTAGE Into and Out of the Port of *Aberdovey*.

	£.	s.	d.		£.	s.	d.
Coasting vessels drawing less than 8 feet water	–	4	–	Coasting vessels drawing 12 feet and under 13	1	–	–
„ 8 feet and under 9 -	–	6	–	„ 13 „ 14	1	10	–
„ 9 „ 10 -	–	8	6	„ 14 „ 15	2	5	–
„ 10 „ 11 -	–	12	–	„ 15 and upwards -	3	10	–
„ 11 „ 12 -	–	17	–				

Vessels departing for or arriving from foreign ports to pay double the rates specified in the foregoing table.

Ships not having British registers are to pay one-fourth more than ships having British registers, except when such first-mentioned ships shall, by any order of Her Majesty's Most Honourable Privy Council, be privileged to enter the ports of this kingdom, upon paying the same duties of tonnage as are paid by British ships, in which case such ships and vessels not having British register shall pay the like rates of pilotage only as are payable by ships having British registers.

Trinity House, London, 1 January 1853. *J. Herbert*, Secretary.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—OUTPORT DISTRICTS—*continued.*

No. 5.—RETURN of the TOTAL AMOUNT received for PILOTAGE of VESSELS Into and Out of *Aberdovey.*

(1.)—INWARDS.

DISTANCES for which PILOTED, According to the different Distances in the Scale of Rates.		BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
FROM.	TO.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
			£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
Sea - - -	Harbour - -	50	34 16 6	–	- - -	–	- - -	–	- - -	50	34 16 6

(2.)—OUTWARDS.

Harbour - -	Sea - - -	97	76 – –	–	- - -	–	- - -	–	- - -	97	76 – –

BEAUMARIS DISTRICT.

Definition of Limits:—From Port Dinorwic or Moel-y-Don through the Swellies to a Line drawn from Great Orm's Head to Point Linas, and *vice versâ*, and into and out of all Ports and Places within those Limits.

N.B.—No master of a vessel is compelled to take a pilot within this district, except upon coming in or going out of port.

Nos. 2 & 3.—RETURN of the NAMES and AGES of PILOTS licensed for the *Beaumaris* District.

NAME.	AGE.	LIMITS OF LICENCE.
Humphrey Jones - - -	62	From Bangor to a line drawn from Great Ormshead to Point Linas and *vice versâ*; and to and from, and into and out of all ports and places within those limits.
William Jones - - - -	46	
John Williams (3d) - - -	31	
Owen Roberts - - - -	29	
George Clough - - - -	35	
Griffith Hughes - - - -	51	From Port Dinorwic, or Moel-y-don, through the Swellies to Cadnant, and *vice versâ*; and into and out of all ports and places within those limits.
John Hughes - - - -	64	
John Jones - - - -	56	
Richard Roberts - - -	62	
John Jones - - - -	40	
John Edwards - - - -	51	
John Roberts - - - -	39	
Hugh Jones - - - -	46	
Thomas Jones - - - -	32	
Solomon Hughes - - -	22	

No. 4.—RETURN of the RATES of PILOTAGE within the *Beaumaris* District.

From outside the Sound into the Bay, or into Conway.	Vessels drawing 11 feet water and under.	2*s.* 6*d.* per foot, and 6*d.* per foot additional for all vessels above 11 feet.
From inside the Sound into the Bay -	- - - - - - -	2*s.* per foot, and 6*d.* per foot additional for all vessels above 11 feet.
For the pilotage outwards - - -	- - - - - - -	2*s.* per foot ditto.
From Cadnant to Port Dinorwic, and *vice versâ*.	Vessels drawing seven feet water and under, 4*s.*	Vessels drawing more than seven feet water, 9*d.* per foot.
From Cadnant to Caernarvon (no Caernarvon pilot offering).	Vessels drawing seven feet water and under, 6*s.*	Vessels drawing more than seven feet water, 1*s.* per foot.

Pilots taking vessels into Conway are entitled, in addition to their pilotage, to 7*s.* 6*d.* for expenses in returning to Beaumaris.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—OUTPORT DISTRICTS—*continued.*

Ships not having British registers are to pay one-fourth more than ships having British registers, except when such first-mentioned ships shall, by any order of Her Majesty's Most Honourable Privy Council, be privileged to enter the ports of this kingdom upon paying the same duties of tonnage as are paid by British ships, in which case such ships and vessels, not having British registers, shall pay the like rates of pilotage only as are payable by ships having British registers. The said surplus rate chargeable on unprivileged foreign vessels is to be paid to the collector of this corporation's light dues at the Custom-house, Beaumaris.

Should the pilot be landed at Great Orm's Head, extra - - - - - £. 2 2 –
If taken (out of the limits of his licence) to Chester or Liverpool - - - - 3 3 –
In case the pilot should happen to have charge of the vessel to either of the said places 5 5 –

The sum of 7*s.* 6*d.* per day is to be allowed to the pilot for every day such pilot may be detained on board in consequence of the ship or vessel performing quarantine, or being detained under any other restrictions or circumstances such ship may be liable to.

Trinity House, London, 1 January 1853. *J. Herbert*, Secretary.

No. 5.—RETURN of the TOTAL AMOUNT received for PILOTAGE of VESSELS Into and Out of *Beaumaris.*

(1.)—INWARDS.

DISTANCES for which PILOTED, According to the different Distances in the Scale of Rates.		BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
FROM.	TO.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
			£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
Sea - - -	Beaumaris - -	40	93 16 –	1	3 7 6	10	20 12 6	–	- - -	51	117 16 –
Inside - - -	Ditto - - -	17	26 14 9	1	1 – –	4	7 19 –	–	- - -	22	35 13 9
Caernarvon - -	Ditto - - -	6	2 5 –	–	- - -	–	- - -	–	- - -	6	2 5 –
Cadnant - -	Port Dinorwic -	549	162 7 –	4	2 6 6	–	- - -	–	- - -	553	164 13 6
		—	285 2 9	—	6 14 –	—	28 11 6	—	- - -	—	320 8 3

(2.)—OUTWARDS.

Beaumaris - -	Sea - - -	33	62 17 6	8	19 11 –	9	18 2 3	–	- - -	50	100 10 –
Ditto - - -	Caernarvon - -	8	3 – –	–	- - -	–	- - -	–	- - -	8	3 – –
Port Dinorwic -	Cadnant - -	669	168 – 6	1	– 7 6	–	- - -	–	- - -	670	168 8 9
		—	233 18 –	—	19 18 6	—	18 2 3	—	- - -	—	271 18 9

BRIDGWATER DISTRICT.

Definition of Limits:—Within so much of the Bay of Bridgwater and the River Parrett as is coloured blue on a map of the said bay and river, authenticated by the signature of Henry Broadwood, Esq., Member of Parliament, and deposited at the office of the town clerk of Bridgwater.

Nos. 2 & 3.—RETURN of the NAMES and AGES of PILOTS licensed for the *Bridgwater* District.

NAME.	AGE.	LIMIT OF LICENCE.
William Bale - - - -	74	Within so much of the Bay of Bridgwater and the River Parrett, as is coloured blue on a map of the said bay and river, authenticated by the signature of Henry Broadwood, esq., M. P., and deposited at the office of the town clerk of Bridgwater.
Thomas Bale - - - -	71	
Charles Bale - - - -	56	
James Bale - - - -	51	
Arthur Cox - - - -	55	
Robert Cridland - - - -	54	
James Herbert - - - -	57	
Thomas Lee - - - -	54	
John Oldman - - - -	61	
Edwin Press - - - -	33	
James Press, sen. - - -	59	
John Winslade - - - -	55	
James Press, jun. - - -	30	
Chas. Dyer - - - -	33	
George Lewis - - - -	34	
John Griffith - - - -	32	
Henry Press - - - -	26	

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—OUTPORT DISTRICTS—*continued.*

No. 4.—RETURN of the RATES of PILOTAGE, for piloting VESSELS within the *Bridgwater* District.

From the extreme limits of the navigation in the Bristol Channel, or from any point between such extreme limits and Burnham Church, to the town or any point between the Black Rock and the town, the vessel being safely moored; also from the town to the limits of the navigation, or to any point between Burnham Church and the said limits, the following rates, viz.:—

	£.	s.	d.		£.	s.	d.
On vessels of 30 tons and under - - -	–	6	6	On vessels above 100 tons and under 120 tons -	1	–	–
On vessels above 30 tons and under 50 tons -	–	8	–	„ 120 „ „ 150 „ -	1	11	–
„ 50 „ „ 65 „ -	–	10	–	„ 150 „ „ 200 „ -	2	11	–
„ 65 „ „ 80 „ -	–	12	6	„ 200 „ „ 300 „ -	3	6	–
„ 80 „ „ 100 „ -	–	15	–	„ 300 „ - - - -	4	1	–

From Burnham Church, or from any point between Burnham Church and the town, to the town, or to any intermediate point, the vessel being safely moored, and *vice versâ*:—

	£.	s.	d.		£.	s.	d.
On vessels of 30 tons and under - - -	–	4	6	On vessels above 100 tons and under 120 tons -	–	10	6
On vessels above 30 tons and under 50 tons -	–	5	6	„ 120 „ „ 150 „ -	1	6	–
„ 50 „ „ 65 „ -	–	6	6	„ 150 „ „ 200 „ -	2	1	–
„ 65 „ „ 80 „ -	–	7	6	„ 200 „ „ 300 „ -	2	11	–
„ 80 „ „ 100 „ -	–	8	6	„ 300 „ - - - -	3	4	–

The above rates are subject to a reduction of one-fourth part in respect of vessels towed by steam vessels.

Ships not having British registers are to pay one-fourth more than ships having British registers, except when such first-mentioned ships shall, by any order of Her Majesty's Most Honourable Privy Council, be privileged to enter the ports of this kingdom, upon paying the same dues of tonnage as are paid by British ships; in which case, such ships and vessels not having British registers, shall pay the like rates of pilotage only as are payable by ships having British registers. The said surplus rate chargeable on unprivileged foreign vessels is to be paid to the collector of this Corporation's light duties at the Custom-house, Bridgwater.

If a master choose to employ a pilot for a tide in the navigation, the pilot shall be entitled to receive for such service 2 *s.* 6 *d.* for each tide.

Trinity House, London, 1 January 1853. *J. Herbert*, Secretary.

No. 5.—RETURN of the TOTAL AMOUNT received for PILOTAGE Into and Out of *Bridgwater*.

(1.)—INWARDS.

DISTANCES for which PILOTED, According to the different Distances in the Scale of Rates.		BRITISH VESSELS				FOREIGN VESSELS.				TOTALS.	
		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
FROM.	TO.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
			£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
Limits of Navigation	Burnham - -	–	- - -	1	4 – –	–	- - -	–	- - -	1	4 – –
Ditto - - -	Bridgwater - -	101	71 2 –	59	100 16 7	3	3 16 –	9	25 18 –	172	201 12 7
Burnham - -	Ditto - - -	1,043	309 11 1	426	114 10 –	–	- - -	4	12 13 –	1,473	436 14 1
		—	380 13 1	—	219 6 7	—	3 16 –	—	38 11 –	—	642 6 8

2.—OUTWARDS.

Bridgwater - -	Limits - -	22	22 18 7	52	94 9 2	2	2 1 –	10	28 13 –	86	148 1 9
Ditto - - -	Burnham - -	371	106 6 –	353	97 13 10	2	– 10 6	2	1 – 6	728	205 10 10
Burnham - -	Limits - -	–	- - -	1	– 8 –	–	- - -	–	- - -	1	– 8 –
		—	129 4 7	—	192 11 –	—	2 11 6	—	29 13 6	—	354 – 7

BRIDPORT DISTRICT.

Definition of Limits:—From sea into the Harbour of Bridport, and from the said Harbour to sea.

Nos. 2 & 3.—RETURN of the NAMES and AGES of PILOTS licensed for the *Bridport* District.

NAME.	AGE.	LIMITS OF LICENCE.
John Pester - - - -	49	From sea into the harbour of Bridport, and from the said harbour to sea.
John Biddlecombe - - -	46	
James Bishop - - - -	47	
Thomas Cole - - - -	29	

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—OUTPORT DISTRICTS—*continued.*

No. 4.—RETURN of the RATES of PILOTAGE, for piloting Vessels Into and Out of *Bridport* Harbour.

On Vessels from or to Foreign Parts:	s.	d.		On Colliers and Coasters:	s.	d.	
Drawing less than 10 feet water - -	2	6	per foot.	Drawing less than 8 feet water - - -	–	9	per foot.
Drawing 10 feet water or above - -	3	–	„	Drawing 8 feet, and not exceeding 10 feet	1	–	„
				Drawing more than 10 feet - - -	1	3	„

Vessels not having British registers are to pay one-fourth more than vessels having British registers, except when such first-mentioned vessels shall, by any Order of Her Majesty's Most Honourable Privy Council, be privileged to enter the ports of this kingdom, upon paying the same duties of tonnage as are paid by British ships, in which case such vessels not having British registers, are to pay the like rates of pilotage only as are payable by ships having British registers; the said surplus rate, chargeable upon unprivileged foreign vessels, is to be paid to the collector of this Corporation's light duties, at the Custom-house, Bridport.

A pilot taken on board at sea, shall be entitled to receive the following additional rate of pay, provided a perfect understanding has been come to between him and the master of the vessel, that his services are accepted, and that he is to receive such additional pay, and the same shall have been recorded in the log book of the pilot vessel, as well as in that of the ship, and a certificate thereof shall have been given him by the master, viz.:—

	£.	s.	d.
From St. Alban's Head, or the Bill of Portland, to off Bridport - - -	2	2	–
If at 3 leagues from Bridport - - - - - - - - - -	3	3	–
If at 6 ditto - - ditto - - - - - - - - - -	4	4	–
If at 10 ditto - - ditto - - - - - - - - - -	6	6	–

Trinity House, London, 22 February 1853. *J. Herbert*, Secretary.

No. 5.—RETURN of the TOTAL AMOUNT received for PILOTAGE of VESSELS Into and Out of *Bridport*.

(1.)—INWARDS.

DISTANCES for which PILOTED, According to the different Distances in the Scale of Rates.		BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
FROM.	TO.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
			£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
Sea - - -	Harbour - -	133	90 9 6	–	- - -	14	17 1 9	–	- - -	147	107 11 3

(2.)—OUTWARDS.

Harbour - -	Sea - - -	107	41 5 4	—	- - -	13	12 13 6	—	- - -	120	53 18 10

CAERNARVON DISTRICT.

Definition of Limits:—From the Outwardmost Buoy on the Bar of Caernarvon, into and out of Caernarvon Harbour, and in the Menai Strait, to Port Dinorwic, or Moel-y-Don, and *vice versâ*; and into and out of all Ports and Places within those Limits.

Nos. 2 & 3.—RETURN of the NAMES and AGES of PILOTS licensed for the *Caernarvon* District.

NAME.	AGE.	LIMIT OF LICENCE.
Hugh Williams - - - -	51	From the outwardmost buoy on the bar of Caernarvon to Port Dinorwic, or Moel-y-don and *vice versâ*; and into and out of all ports and places within those limits.
John Jones - - - -	30	
Hugh Jones - - - -	42	
William Jones - - - -	54	
Griffith Griffiths - - -	60	
William Jones - - - -	32	
Mark Jones - - - -	23	
John Jones - - - -	44	

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—OUTPORTS DISTRICTS—*continued.*

No. 4.—RETURN of the RATES of PILOTAGE for the *Caernarvon* District.

FROM	TO	7 feet and under.	8 Feet.	9 Feet.	10 Feet.	11 Feet.	12 Feet.	13 Feet.	14 Feet.	15 Feet.	16 Feet.	17 Feet.	18 Feet.
		s. d.	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	£. *s. d.*	£. *s. d.*	£. *s. d.*	£. *s. d.*	£. *s. d.*	£. *s. d.*
The outwardmost buoy on the Bar	The anchorage off the town or the lawful quays - And *vice versâ* - -	8 –	10 –	12 –	13 –	15 –	17 –	1 – –	1 7 6	1 15 –	2 5 –	2 15 –	3 10 –
The anchorage off the town or the lawful quays -	Port Dinorwic or Moel y Don - And *vice versâ* - -	3 –	3 –	4 –	4 –	5 –	5 –	– 6 –	– 6 –	– 7 –	– 8 –	– 9 –	– 10 –
The anchorage off the town or the lawful quays (no Swellies pilot offering) - -	Cadnant, through the Swellies - And *vice versâ* - -	6 –	8 –	9 –	10 –	11 –	12 –	– 13 –	– 14 –	– 15 –	– 16 –	– 17 –	– 18 –
Port Dinorwic, or Moel y Don (no Swellies pilot offering) - -	Ditto - -	4 –	6 –	6 9	7 6	8 3	9 –	– 9 9	– 10 6	– 11 3	– 12 –	– 12 9	– 13 6

For half a foot exceeding the above draughts of water, the medium between the rates stated in the above Table.

For intermediate distances, a proportionate rate.

Pilots boarding vessels outside or to seaward of the outwardmost buoy on the Bar, shall, in addition to the above rates, be entitled to receive a further sum of 1*s.* 6*d.* per mile for the extra distance they shall have been employed from sea to the said buoy.

Ships, not having British registers, are to pay one-fourth more than ships having British registers, except when such first-mentioned ships shall, by any order of Her Majesty's Most Honourable Privy Council, be privileged to enter the ports of this kingdom, upon paying the same duties of tonnage as are paid by British ships; in which case, such ships and vessels not having British registers, shall pay the like rates of pilotage only as are payable by ships having British registers;—the said surplus rate, chargeable upon unprivileged foreign vessels, is to be paid to the collector of this Corporation's light duties, at the Custom-house, Caernarvon.

Trinity House, London, 1 January 1853. *J. Herbert*, Secretary.

No. 5.—RETURN of the TOTAL AMOUNT received for PILOTAGE of VESSELS Into and Out of *Caernarvon.*

(1.)—INWARDS.

DISTANCES for which PILOTED, According to the different Distances in the Scale of Rates.		BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
FROM.	TO.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
			£. *s. d.*		£. *s. d.*		£. *s. d.*		£. *s. d.*		£. *s. d.*
Port Dinorwic -	Caernarvon - -	13	2 9 6	3	– 18 –	–	- - -	–	- - -	16	3 7 6
Bar - - -	Ditto - - -	33	23 8 –	1	1 15 –	–	- - -	–	- - -	34	25 3 –
		—	25 17 6	—	2 13 –	—	- - -	—	- - -	—	28 10 6

(2.)—OUTWARDS.

Carnarvon - -	Bar - - -	196	141 10 –	8	7 16 –	–	- - -	–	- - -	204	149 6 –
Ditto - - -	Port Dinorwic -	7	1 2 –	–	- - -	–	- - -	–	- - -	7	1 2 –
Bar - - -	Sea - - -	1	– 8 –	–	- - -	–	- - -	–	- - -	1	– 8 –
		—	143 – –	—	7 16 –	—	- - -	—	- - -	—	150 16 –

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—OUTPORT DISTRICTS—*continued.*

CARLISLE DISTRICT.

Definition of Limits :—In the English Channel of the Solway Frith between the Anchorage Ground off the Harbour of Maryport and the Entrance of the Carlisle Canal from the said Frith.

Nos. 2 & 3.—RETURN of NAMES and AGES of PILOTS licensed for the *Carlisle* District.

NAME.	AGE.	LIMITS OF LICENCE.
Geo. Rule	37	To the English Channel of the Solway Frith, between the anchorage ground off the harbour of Maryport, and the entrance of the Carlisle Canal (and Annan Foot) from the Frith.
Matthew Irving	38	

No. 4.—RETURN of the RATES of PILOTAGE for the *Carlisle* District.

From the Anchorage ground off the Harbour of Maryport, to Annan Water Foot, or the Entrance of the Carlisle Canal from the Solway Frith, and *vice versâ*.

	£.	s.	d.	
For vessels of 8 feet draft of water and under	1	8	–	per vessel.
For vessels above 8 feet draft of water	–	3	6	per foot.
For extra boatmen assisting to put a pilot on board	–	2	6	per man.

Ships not having British registers are to pay one-fourth more than ships having British registers, except when such first-mentioned ships shall, by any order of Her Majesty's Most Honourable Privy Council, be privileged to enter the ports of this kingdom, upon paying the same duties of tonnage as are paid by British ships; in which case, such ships and vessels not having British registers, shall pay the like rates of pilotage only as are payable by ships having British registers. The said surplus rate of pilotage chargeable on unprivileged foreign vessels is to be paid to the collector of light dues at Carlisle.

Trinity House, London, 1 January 1853. *J. Herbert*, Secretary.

No. 5.—RETURN of the TOTAL AMOUNT received for PILOTAGE of VESSELS Into and Out of *Carlisle*.

(1.)—INWARDS.

DISTANCES for which PILOTED, According to the different Distances in the Scale of Rates.		BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
FROM.	TO.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
			£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
Maryport	Carlisle	6	9 17 9	–	– – –	1	2 – 3	–	– – –	7	11 18 –
Ditto	Annan	6	14 3 6	1	2 10 9	–	– – –	–	– – –	7	16 14 3
Silloth	Ditto	1	1 5 4	–	– – –	–	– – –	–	– – –	1	1 5 4
		—	25 6 7	—	2 10 9	—	2 – 3	—	– – –	—	29 17 7

(2.)—OUTWARDS.

Carlisle	Maryport	1	2 7 3	–	– – –	1	1 11 3	–	– – –	2	3 18 6
Annan	Ditto	4	8 6 3	–	– – –	–	– – –	–	– – –	4	8 6 3
Silloth	Ditto	1	– 14 –	–	– – –	–	– – –	–	– – –	1	– 14 –
		—	11 7 6	—	– – –	—	1 11 3	—	– – –	—	12 18 9

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—OUTPORT DISTRICTS—*continued.*

COLCHESTER DISTRICT.

Definition of Limits:—From a Line drawn from the Naze Tower to the Buoy of the Gunfleet, up the Colne River to Colchester, and *vice versâ*.

Nos. 2 & 3.—RETURN of the NAMES and AGES of PILOTS licensed for the *Colchester* District.

NAME.	AGE.	LIMITS OF LICENCE.
John Howard - - - - -	41	From a line drawn from the Naze Tower to the buoy of the Gunfleet, up the Colne River to Colchester.

No. 4.—RETURN of the RATES of PILOTAGE, for Piloting Ships Into and Out of the Port of *Colchester*.

FROM Eastness to Pyefleet, 1 *s.* 3 *d.* per foot of the draft of water of the vessel so piloted.

From Pyefleet to Wivenhoe, 1 *s.* 6 *d.* per foot of such draft of water.

The outward pilotage to be, in all cases, the same as the inward pilotage.

Ships not having British registers are to pay one-fourth more than ships having British registers, except when such first-mentioned ships shall, by any order of Her Majesty's Most Honourable Privy Council, be privileged to enter the ports of this kingdom upon paying the same duties of tonnage as are paid by British ships; in which case such ships and vessels not having British registers shall pay the like rates of pilotage only as are payable by ships having British registers. Such surplus rate of pilotage chargeable upon unprivileged foreign vessels is to be paid to the collector of light dues at Colchester.

The pilots are to cruise between Eastness and a line drawn from the Naze Tower to the Buoy of the Gunfleet; and if any pilot shall be required to take charge of any vessel to the eastward of Eastness, he is to be paid 1 *s.* for every mile he shall conduct such vessel to the eastward thereof, not exceeding the above-mentioned line.

Trinity House, London, 1 January 1853. *J. Herbert*, Secretary.

No. 5.—RETURN of the TOTAL AMOUNT received for PILOTAGE of VESSELS Into and Out of *Colchester*.

(1.)—INWARDS.

DISTANCES for which PILOTED, According to the different Distances in the Scale of Rates.		BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
FROM.	TO.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
			£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
Eastness - -	Pyefleet - -	1	- 15 -	-	- - -	6	4 10 -	-	- - -	7	5 5 -
Pyefleet - -	Wivenhoe - -	13	11 6 6	-	- - -	6	5 8 -	-	- - -	19	16 14 6
Distance Money -	- - - - -	-	- - -	-	- - -	6	24 17 -	-	- - -	6	24 17 -
		—	12 1 6	—	- - -	—	34 15 -	—	- - -	—	46 16 6

(2.)—OUTWARDS.

Wivenhoe - -	Pyefleet - -	14	8 12 6	-	- - -	-	- - -	-	- - -	14	8 12 6
Pyefleet - -	Eastness - -	3	1 13 9	-	- - -	-	- - -	-	- - -	3	1 13 9
Distance Money -	- - - - -	8	26 8 9	-	- - -	-	- - -	-	- - -	8	26 8 9
		—	36 15 -	—	- - -	—	- - -	—	- - -	—	36 15 -

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—OUTPORT DISTRICTS—*continued.*

COWES AND PORTSMOUTH DISTRICTS.

Definition of Limits:—From the Owers, within and without the Isle of Wight to Peverell, and *vice versâ*, and to and from, and into and out of, all Ports and Places within those Limits.

N. B. The pilots for Cowes and Portsmouth have authority to supersede such of the London or Cinque Ports pilots as are licensed for the charge of vessels to the Isle of Wight, when they arrive near the channels leading into the ports and harbours within the Isle of Wight; but no master of a vessel is compelled to take a Cowes or Portsmouth pilot, until within five miles of Bembridge Ledge, or three miles of Dunnose, St. Catherine's, or the Needles, or till at St. Helen's (if he be piloted thereto by a duly licensed London or Cinque Ports Pilot).

Nos. 2 & 3.—RETURN of the NAMES and AGES of PILOTS licensed for the *Cowes* and *Portsmouth* Districts.

COWES.

NAME.	AGE.	LIMITS OF LICENCE.
*Daniel Corke	62	To and from the Owers eastward, without the Isle of Wight to Penrill westward; to and from those limits to all places and ports within the Isle of Wight; and in and out of St. Helen's, Spithead, Portsmouth Harbour, Stoke's Bay, Motherbank, Southampton Water, Cowes Road and Harbour, Yarmouth, Lymington and the Needles, and Christchurch; and to and from each of those ports or places.
John Denton	69	
James Snook	68	
Edward Mitchell, jun.	56	
Joseph Drayton	73	
*George Greenham	61	
Cornelius Underwood	54	
William Denham	56	
Harrison Francis	59	
*William Burridge	70	
Robert Hookey	61	
Loving Corke	60	
William Ballard	64	
William Love	55	
*Robert Newman	57	
*Edward Corke	74	
Thomas Davies	70	
George Beed	77	
*John Buxey	73	
*John Wallis	60	
*Charles Caws	55	
*Thomas Harvey	64	
George Greenham	34	
James Matthews	57	
James Wheeler Andrews	40	
John William Wallis	28	
James Caws, jun.	67	
George Caws	55	
Jonas Denham	46	
James Corke	61	
William Jerritt	77	
Henry Page, jun.	67	
Thomas Burton	44	
Alfred John Newman	27	
Charles Dore Harvey	28	
Albert Caws	39	
Geo. Henry Wakeley	28	
Edwd. Wheeler Webb	34	
Edwd. Frederic Love	28	
Albert Davis	29	
Charles Dyer	32	
Charles Bright	54	
Alfred Richard Caws	25	
George Henry Keates	32	
Frederic Caws		
Samuel Matthews		
William Webb	44	From St. Helen's within the Isle of Wight to the Needles, and to and from, and into and out of all ports and places within those limits; also westward to three miles outside, or to seaward of the Needles Rocks; and to and from and into and out of all ports and places within those limits.
James Webb	43	
Jacob Long	40	
*George Warden	46	
Dempster Murray	33	From the Solent to Lymington and *vice versâ*; and from St. Helen's within the Isle of Wight, to the Needles; and to and from, and into and out of all ports and places within those limits.

* Those marked thus (*) are further licensed from the meridian of the Start.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—OUTPORT DISTRICTS—*continued.*

PORTSMOUTH.

NAME.	AGE.	LIMITS OF LICENCE.
*Henry M'Dougall	54	To and from the Owers eastward, without the Isle of Wight to Pevereli, westward; to and from those limits to all places and ports within the Isle of Wight, except the harbours of Chichester and Langstone; and in and out of St. Helen's, Spithead, Portsmouth Harbour, Stoke's Bay, Motherbank, Southampton Water, Cowes Road and Harbour, Yarmouth, Lymington, and the Needles; and to and from each of those ports and places.
*James Cook	51	
Daniel Morgan	58	
John Coote	66	
Walter Caws	49	
Charles Cook	47	
Anthony Thos. Davis	40	
*John Harding	61	
David Newman	46	
Benjamin B. Alford	59	
Robert H. Sweetman	45	
James Main, jun.	67	
*John Main	45	
*Henry Gill	50	
*John Jones	59	
James George Gill	48	
James Greenham	46	
James Midlane	51	
Charles Henry Hardy	-	
Charles Wearn	46	
George Chissell Caws	43	
Emanuel Wade	49	
Thomas Cooke	46	
James Harding	32	
*George Richards	40	
William Hen. Barron	40	
James Burnett	44	
George Austin	39	
John Coote	39	
Edmund Pope Caws	48	
Ashford Caws	47	
Henry Caws	50	
Richard Crafts	46	
Silas Caws	45	
John Steward	41	
William Coote	34	
E. Beale	62	
Thomas Buxey	37	
Edward Henry Osborne	28	
Jesse Proctor	33	
Edward Main	28	
John Gawn	27	
Joseph Clark	45	To and from the Owers eastward, without the Isle of Wight, to Spithead, and into the harbours of Chichester and Langstone.
William Miller	38	
Alfred Turner	39	
John Miller, jun.	45	
Isaac Barnett	58	
John Laurance	67	
James Crosweller	-	
George Miller	29	From Portsmouth Harbour to Spithead, Stoke's Bay, and the Motherbank, and from those places into Portsmouth Harbour.
Richard Seger	70	

* Those marked thus (*) have been examined, and found qualified to take charge of any of Her Majesty's ships in the English Channel, from the Isle of Wight to Plymouth Sound, and from the Isle of Wight to the Downs; and certified accordingly.

No. 4.—RETURN of the RATES of PILOTAGE for piloting Ships within the *Cowes* and *Portsmouth* Districts.

From five miles without Bembridge Ledge, or three miles without Dunnose or St. Catherine's, or three miles from the Needles Point, coming in at that passage,

To Spithead, Motherbank, Stoke's Bay, or Cowes Road:—

For ships of every draft, as far as 17 feet inclusive	5*s.* per foot.
From 17 feet to 20 feet draft, inclusive	6*s.* „
Above 20 feet draft	7*s.* „

But if the ship be boarded within two miles of the buoys off Bembridge, or within three miles of the Needles Point, the rate to be 1*s.* per foot less than the above, for each foot the ship draws. And the same rates as the above for pilotage outwards.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—OUTPORT DISTRICTS—*continued.*

Ships inward bound, boarded between the Needles and Hurst Castle, to pay 2*s.* per foot. Between Hurst Castle and Newtown Creek 1*s.* per foot.

Ships anchoring and remaining at St. Helen's, Yarmouth, or Lymington, either inward or outward bound, to pay half the rate of pilotage.

A pilot taken on board without the above limits shall be entitled to receive the following pay additional, viz.:

	For Vessels of less than 15 feet Water.	For Vessels of 15 feet Water, and above.
	£. *s.* *d.*	£. *s.* *d.*
If at 3 leagues from the Wight - - - - - - -	2 2 –	3 3 –
6 leagues - - ditto - - - - - - - -	3 3 –	4 4 –
10 leagues - - ditto - - - - - - - -	4 4 –	6 6 –

and proportionately for any intermediate distance, provided a perfect understanding shall have been come to between him and the master of the vessel, that his services are accepted, and that he is to receive such additional pay, and the same shall have been recorded in the log-book of the pilot vessel, as well as in that of the ship; and a certificate thereof shall have been given him by the master.

Vessels not bound to any port or place within the Isle of Wight, either for orders or to discharge their cargo, and driven thereinto by stress of weather, shall be chargeable with three-fourths only of the aforegoing rates.

Ships coming into Cowes Harbour to pay 1*s.* 6*d.* per foot, and the same on going out, as harbour pilotage.

Pilots of ships drawing 17 feet water and under, are to have 2*s.* per foot in addition to the pilotage from sea, from any place within the Isle of Wight, to a berth in Portsmouth Harbour, or to Southampton, or to Buckler's Hard, or to Langstone Harbour and Lymington; and for all vessels drawing above 17 feet water, 3*s.* per foot.

The several rates above specified are to be subject to a reduction of one-third part in respect of the pilotage of vessels towed by steam-vessels, provided that, if the assistance of a steam-vessel is rendered for a part only of the distance for which any such rate is payable, the said reduction of one-third shall be made on such part only of such rate as shall be proportionate to the distance towed.

Ships coming from the Downs with a London or Cinque Ports pilot, to the Isle of Wight, and he continuing the charge into any of the places within the said island, no duly licensed pilot offering, the said London or Cinque Ports pilot is to be allowed half pilotage from St. Helen's to the anchorage, but not otherwise.

Vessels in the coasting trade are to pay one half only of the aforegoing rates when piloted to or from any part of Portsmouth Harbour below the north end of the Dockyard on one side, and the Victualling Yard on the other side; and two-thirds of the said rates when piloted to or from any part of the said harbour above those points.

The following rates shall be chargeable for transporting vessels from one berth to another in Portsmouth Harbour, but no pilot shall be entitled to claim the same in respect of any vessel which he has brought into harbour unless he can prove to the satisfaction of the Sub-Commissioners that the vessel could not be placed in her berth for discharging during the tide in which she came in; viz.

	s. *d.*
For vessels not exceeding - - - - - - - 200 tons - - - - - - -	10 6
For vessels exceeding 200, and not exceeding 300 „ - - - - - - -	15 –
For vessels exceeding - - - - - - - - 300 „ - - - - - - -	21 –

Ships not having British registers are to pay one-fourth more than ships having British registers, except when such first-mentioned ships shall, by any order of Her Majesty's Most Honourable Privy Council, be privileged to enter the ports of this kingdom, upon paying the same duties of tonnage as are paid by British ships; in which case such ships and vessels, not having British registers, shall pay the like rates of pilotage only as are payable by ships having British registers; the said surplus rate, chargeable on unprivileged foreign vessels, is to be paid to the collector of this corporation's light duties at the Custom-house at Cowes or Portsmouth, as the case may be.

If a master chooses to retain or employ a pilot whilst at anchor, the rate for the lay days is to be 7*s.* 6*d.* per day, not including the day coming in or going out.

For every 10 leagues beyond the meridian of Peverell Point, for ships not exceeding 14 feet water, 3*l.* 3*s.*; for the same distance for ships of more than 14 feet water, 4*l.* 4*s.*; and proportionately for intermediate distances.

All vessels belonging to the Port of Southampton, bound to or from foreign parts, are to pay no more than half the foregoing rates of pilotage, when navigating within the limits of either the Cowes or Portsmouth districts, provided such vessels shall at the time be actually bound to or from the Port of Southampton.

All vessels trading to or from the islands of Guernsey, Jersey, Alderney or Sark, are to pay no more than one-fourth the foregoing rates of pilotage when navigating within the limits of the Portsmouth or Cowes districts.

Portsmouth and Cowes pilots respectively are not to take charge of any vessel from Southampton, or any part of the Southampton Water, to sea, unless there shall not be any Southampton pilot ready to take charge of her.

Southampton pilots may supersede, in the charge of any vessel bound to Southampton, any Portsmouth pilot or Cowes pilot, when such vessel shall arrive at a line to be drawn from Eagle Hurst to the North-west Bramble Buoy; but after she has passed that line the Portsmouth or Cowes pilot having her in charge shall not be supersedable, but may conduct her to her moorings.

All pilots licensed for the Portsmouth, Cowes, and Southampton districts, shall attend the Sub-commissioners of the port for which they are licensed respectively, upon the summons of such Sub-commissioners or the major part of them, to answer any charge which may be brought against such pilots respectively; and Portsmouth and Cowes pilots respectively shall attend the Sub-commissioners of the Port of Southampton, upon summons by the said Sub-commissioners or the major part of them, to answer any charges which may be brought against such pilots for anything done or omitted to be done by the pilots so summoned respectively, in respect of vessels bound to or from the said Port of Southampton.

Any Portsmouth or Cowes pilot who shall take charge of a vessel at any of the anchorages within the Isle of Wight, for the purpose of conducting her to Southampton, such pilot not having brought her in from sea, shall be entitled to one-third of the Southampton rate of pilotage if superseded by a Southampton pilot.

Trinity House, London, 1 January 1853. *J. Herbert*, Secretary.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—OUTPORT DISTRICTS—*continued.*

No. 5.—RETURN of the TOTAL AMOUNT received for PILOTAGE of VESSELS Into and Out of the *Cowes* and *Portsmouth* or *Isle of Wight* Districts.

(1).—INWARDS.

DISTANCES for which PILOTED, According to the different Distances in the Scale of Rates.		BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
FROM.	TO.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
			£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
Sea	Cowes	62	204 10 1	9	35 2 6	194	676 16 9	23	97 18 –	288	1,014 7 4
Sea	Spithead	121	414 6 6	21	70 5 –	88	250 3 2	10	47 9 –	240	782 3 8
Sea	Motherbank	58	149 18 10	–	– – –	85	217 10 3	2	8 10 3	145	375 19 4
Sea	St. Helen's	35	47 3 5	–	– – –	23	28 7 1	–	– – –	58	75 10 6
Sea	Leap	29	111 17 –	69	254 5 6	15	46 10 –	5	17 14 –	118	430 6 6
Sea	Calshot	1	3 15 –	3	8 15 –	–	– – –	2	5 – –	6	17 10 –
Sea	Stokes Bay	14	45 16 9	2	8 10 –	7	18 10 –	–	– – –	23	72 16 9
Sea	Lymington	2	2 6 10	–	– – –	3	7 8 –	–	– – –	5	9 14 10
Sea	Yarmouth	3	5 19 5	–	– – –	–	– – –	–	– – –	3	5 19 5
Sea	Gosport	1	4 4 –	–	– – –	–	– – –	–	– – –	1	4 4 –
Sea	Brambles	1	3 – –	2	9 10 –	3	11 2 6	–	– – –	6	23 12 6
Sea	Jack-in-the-Basket	1	– 18 9	–	– – –	–	– – –	–	– – –	1	– 18 9
Spithead	Portsmouth	65	78 13 6	30	40 17 4	42	50 4 1	6	8 15 6	133	178 10 5
Ditto	Chichester and Langstone Harbour.	4	5 2 –	–	– – –	–	– – –	–	– – –	4	5 2 –
Sea	Ditto	76	127 13 –	–	– – –	–	– – –	–	– – –	76	127 13 –
Nab Light	Spithead	16	61 16 –	–	– – –	11	48 2 6	–	– – –	27	109 18 6
Ditto	Portsmouth	1	2 14 –	–	– – –	1	1 19 6	–	– – –	2	4 13 6
Ditto	St. Helen's	1	1 16 –	–	– – –	–	– – –	–	– – –	1	1 16 –
Ditto	Stokes Bay	–	– – –	1	2 8 –	–	– – –	–	– – –	1	2 8 –
St. Helen's	Motherbank	1	1 10 –	–	– – –	2	3 6 3	–	– – –	3	4 16 3
Ditto	Portsmouth	3	7 – 6	–	– – –	–	– – –	–	– – –	3	7 – 6
Ditto	Stokes Bay	–	– – –	–	– – –	1	1 15 –	–	– – –	1	1 15 –
Ditto	Spithead	1	1 6 3	–	– – –	1	2 – –	–	– – –	2	3 6 3
Ditto	Calshot	–	– – –	1	1 16 –	1	1 10 –	–	– – –	2	3 6 –
Ditto	Cowes	1	2 10 –	–	– – –	–	– – –	–	– – –	1	2 10 –
Cowes	Portsmouth	1	1 15 –	–	– – –	–	– – –	–	– – –	1	1 15 –
Cowes Roads	Cowes Harbour	3	2 15 6	–	– – –	5	5 5 –	1	– 17 –	9	8 17 6
Southampton	Portsmouth	–	– – –	12	36 – –	–	– – –	–	– – –	12	36 – –
Ditto	Cowes	–	– – –	11	37 15 –	–	– – –	–	– – –	11	37 15 –
Needles	Ditto	2	5 4 6	–	– – –	3	5 11 3	–	– – –	5	10 15 9
Ditto	Leap	–	– – –	1	5 8 –	1	2 6 –	–	– – –	2	7 14 –
Ditto	St. Helen's	–	– – –	–	– – –	1	3 – –	–	– – –	1	3 – –
Motherbank	Cowes	1	1 – –	–	– – –	–	– – –	–	– – –	1	1 – –
Ditto	Portsmouth	–	– – –	–	– – –	3	3 17 –	1	– 17 –	4	4 14 –
Stokes Bay	Ditto	–	– – –	–	– – –	–	– – –	1	– 12 –	1	– 12 –
Lymington	Spithead	1	– 11 –	–	– – –	–	– – –	–	– – –	1	– 11 –
Bembridge Light	Ditto	10	47 14 6	1	3 8 –	16	74 17 6	–	– – –	27	126 – –
Ditto	St. Helen's	1	2 – –	–	– – –	–	– – –	–	– – –	1	2 – –
Ditto	Stokes Bay	–	– – –	1	2 – –	–	– – –	–	– – –	1	2 – –
Portland	Cowes	–	– – –	–	– – –	1	3 – –	–	– – –	1	3 – –
Ditto	Leap	–	– – –	–	– – –	1	3 7 6	–	– – –	1	3 7 6
Brambles	Portsmouth	–	– – –	1	1 7 –	–	– – –	–	– – –	1	1 7 –
St. Alban's	Cowes	1	3 10 –	–	– – –	–	– – –	–	– – –	1	3 10 –
Ditto	Leap	–	– – –	–	– – –	–	– – –	1	2 15 –	1	2 15 –
Dutston Head	Ditto	1	3 15 –	–	– – –	–	– – –	–	– – –	1	3 15 –
Owers	Cowes	–	– – –	–	– – –	1	2 5 –	–	– – –	1	2 5 –
White Cliff	Motherbank	–	– – –	–	– – –	1	2 1 3	–	– – –	1	2 1 3
Start	Isle of Wight	1	4 – –	–	– – –	–	– – –	1	14 14 –	2	18 14 –
Transporting in	Portsmouth Harbour	37	29 3 6	16	17 17 –	26	17 5 –	6	6 16 6	85	71 2 –
Yarmouth Roads	Yarmouth Harbour	31	20 4 –	–	– – –	–	– – –	–	– – –	31	20 4 –
Distance Money		23	58 12 6	3	14 14 –	48	111 8 –	9	33 8 –	83	218 2 6
		—	1,464 3 4	—	549 18 4	—	1,599 8 7	—	215 6 3	—	3,858 16 6

VESSELS changing at the Line from Eagle Hurst to the N. W. Bramble Buoy.

	No. of Vessels.	Amount for Pilotage outside said Line.	Total Vessels.	TOTAL AMOUNT.
		£. s. d.		£. s. d.
Return of the amount paid by such vessels as have, before reaching the limits of pilotage water, to take or pay for two or more pilots, with the number of vessels paying the same	108	400 16 6	108	400 16 6

(continued)

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—OUTPORT DISTRICTS—*continued.*

(2).—OUTWARDS.

DISTANCES for which PILOTED, According to the different Distances in the Scale of Rates.		BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
FROM.	TO.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
			£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
Cowes	Sea	43	136 3 1	–	– – –	168	568 5 1	25	98 5 –	236	802 13 2
Ditto	Yarmouth	2	2 8 9	–	– – –	–	– – –	–	– – –	2	2 8 9
Ditto	Needles	–	– – –	–	– – –	4	9 5 –	1	7 – –	5	16 5 –
Ditto	St. Helen's	–	– – –	–	– – –	2	9 10 –	–	– – –	2	9 10 –
Ditto	Southampton	–	– – –	11	37 15 –	–	– – –	–	– – –	11	37 15 –
Ditto	Leap	1	2 5 –	–	– – –	–	– – –	–	– – –	1	2 5 –
Ditto	Dungeness	–	– – –	–	– – –	2	16 – –	–	– – –	2	16 – –
Ditto	Jack in Basket	1	1 1 –	–	– – –	–	– – –	–	– – –	1	1 1 –
Cowes Harbour	Cowes Road	–	– – –	–	– – –	1	– 18 –	–	– – –	1	– 18 –
Portsmouth	Spithead	53	66 4 11	31	43 3 –	41	35 10 9	6	5 14 6	131	150 13 2
Ditto	Motherbank	1	1 – –	–	– – –	1	– 16 6	1	– 14 –	3	2 10 6
Ditto	Stokes Bay	–	– – –	–	– – –	–	– – –	1	– 12 –	1	– 12 –
Ditto	Langstone	2	3 6 –	–	– – –	–	– – –	–	– – –	2	3 6 –
Spithead	Sea	111	408 4 11	25	97 5 6	88	295 5 1	4	11 11 9	228	812 7 3
Motherbank	Sea	39	101 12 2	3	6 14 4	76	193 17 6	2	5 8 9	120	307 12 9
St. Helen's	Sea	30	43 6 2	–	– – –	11	15 6 6	–	– – –	41	58 12 8
Ditto	Needles	–	– – –	–	– – –	1	3 – –	–	– – –	1	3 – –
Ditto	Start	1	12 – –	–	– – –	–	– – –	–	– – –	1	12 – –
Stokes Bay	Sea	–	– – –	1	3 – –	–	– – –	–	– – –	1	3 – –
Cowes	Nab Light	1	2 15 –	–	– – –	2	6 – –	–	– – –	3	8 15 –
Yarmouth	Sea	7	7 16 –	1	1 10 –	2	2 1 4	–	– – –	10	11 7 4
Ditto	Needles	2	2 19 –	–	– – –	–	– – –	–	– – –	2	2 19 –
Lymington	Sea	2	2 2 6	–	– – –	6	7 10 10	–	– – –	8	9 13 4
Solent	Lymington	22	22 11 –	–	– – –	1	1 – –	–	– – –	23	23 11 –
Owers	Motherbank	–	– – –	–	– – –	1	1 13 9	–	– – –	1	1 13 9
Ditto	Spithead	1	5 8 –	–	– – –	–	– – –	–	– – –	1	5 8 –
Chichester and Langstone Harbour.	Sea	50	53 17 –	–	– – –	–	– – –	–	– – –	50	53 17 –
Isle of Wight	Dungeness	6	47 – –	–	– – –	–	– – –	–	– – –	6	47 – –
Ditto	Deal	–	– – –	–	– – –	–	– – –	1	14 14 –	1	14 14 –
Ditto	Start	1	10 – –	–	– – –	–	– – –	–	– – –	1	10 – –
St. Catharines'	Downs	1	8 – –	–	– – –	–	– – –	–	– – –	1	8 – –
Needles	Dungeness	2	16 – –	–	– – –	–	– – –	–	– – –	2	16 – –
Sea	Ditto	–	– – –	1	– – –	1	28 – –	–	– – –	1	28 – –
Sea	Brighton	–	– – –	–	– – –	1	3 11 –	–	– – –	1	3 11 –
Sea	Downs	–	– – –	–	– – –	–	– – –	1	8 – –	1	8 – –
Sea	Portland	1	6 – –	–	– – –	–	– – –	–	– – –	1	6 – –
Sea	Start	11	110 – –	–	– – –	–	– – –	–	– – –	11	110 – –
Distance Money		4	9 7 –	–	– – –	6	10 13 –	1	6 6 –	11	26 6 –
		—	1,081 7 6	—	189 7 10	—	1,208 4 4	—	158 6 –	—	2,637 5 8

VESSELS CHANGING.

	No. of Vessels.	Amount for Pilotage. Below Yarmouth.	Amount for Pilotage. Below Lymington.	Total Vessels.	TOTAL AMOUNT.
		£. s. d.	£. s. d.		£. s. d.
Return of the amount paid by such vessels, as have, before reaching the limits of pilotage water, to take or pay for two or more pilots, with the number of vessels paying the same	2	2 7 –	– – –	5	5 18 6
	3	– – –	3 11 6		

DARTMOUTH DISTRICT.

Definition of Limits:—From Bob's Nose to the Bolt Head and *vice versâ*, and into and out of all Ports and Places within those Limits.

Nos. 2 & 3.—RETURN of the NAMES and AGES of PILOTS licensed for the *Dartmouth* District.

NAME.	AGE.	LIMITS OF LICENCE.
Richard Benson	64	From Bob's Nose to the Start, and from the Start to Bob's Nose, and to and from, and into and out of all ports and places within those limits, and westward as far as Bolt Head.
Robert Kerswell	59	
Benjamin Dyer	30	From Bob's Nose to Bolt Head, and from the Bolt Head to Bob's Nose, and to and from, and into and out of all ports and places within those limits.
John William Andrews	37	
George Knight, jun.	34	
Jeffrey Sanders	26	
Reuben Kerswell	30	
William Lavers	33	
William Palfrey	32	

No. 4.—RETURN of the RATES of PILOTAGE for Piloting Ships within the *Dartmouth* District.

ALL British ships, if boarded without the Run of the Mewstone east, or the Blackstone west, are to pay as follows for the pilotage into—

DARTMOUTH HARBOUR.

		s.	*d.*	
Ships drawing	10 feet water and under	2	6	per foot.
„	10 to 12 feet	3	–	„
„	12 to 14 feet	3	6	„
„	14 to 16 feet	4	–	„
„	16 feet and upwards	5	–	„

If boarded within the above-named line, they are to pay one quarter part less.

If boarded within the Castle, they are to pay only one-half the above-named rates, subject to the circumstances of weather, &c. under which the service may be performed, which circumstances are to be considered and allowed for by the Sub-commissioners.

ALL British ships, if boarded without the Run of Bob's Nose, or Berry Head, are to pay as follows for the Pilotage into the Harbours of—

BRIXHAM OR TORQUAY.

		s.	*d.*	
Ships drawing	10 feet water and under	1	6	per foot.
„	10 to 12 feet	2	–	„
„	12 to 14 feet	2	6	„
„	14 to 16 feet	3	–	„
„	16 feet and upwards	3	6	„

If boarded within the above-named line, they are to pay one-quarter part less.

If boarded half a mile only from the outer piers, vessels of all sizes are to pay 1*s.* per foot of their draught of water.

The pilotage out of the harbours is to be in all cases one-third less than the inward pilotage.

Ships not having British registers are to pay one-fourth more than ships having British registers, except when such first-mentioned ships shall, by any order of Her Majesty's Most Honourable Privy Council, be privileged to enter the ports of this kingdom, upon paying the same duties of tonnage as are paid by British ships; in which case such ships and vessels, not having British registers, shall pay the like rates of pilotage only as are payable by ships having British registers: the said surplus rate chargeable on unprivileged foreign vessels is to be paid to the collector of this Corporation's light duties at the Custom-house, Dartmouth.

Masters of ships taking a pilot at sea, viz., two leagues or more from the harbour's mouth, are to pay according to circumstances attending the hazard run, assistance required, &c., which is to be regulated, in case of dispute, by the Sub-commissioners. The pilot is to provide a proper tow-boat and crew, consisting of at least four men, for whose services he shall be allowed to charge 2*s.* 6*d.* per man per day, in addition to the rate of pilotage; and, in case of dispute, the same shall be settled by the Sub-commissioners, and the assistants rewarded according to the risk, time, and trouble.

2 September 1851. *J. Herbert*, Secretary.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—OUTPORT DISTRICTS—*continued.*

No. 5.—RETURN of the TOTAL AMOUNT received for PILOTAGE of VESSELS Into and Out of *Dartmouth*

(1.)—INWARDS.

DISTANCES for which PILOTED, According to the different Distances in the Scale of Rates.		BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
FROM.	TO.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
			£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
Sea - - -	Harbour - -	47	90 5 –	1	2 2 –	30	50 6 3	–	- - -	78	142 13 3
Sea - - -	Torbay - -	3	8 10 –	–	- - -	1	1 12 6	–	- - -	4	10 2 6
Sea - - -	Brixham - -	1	2 7 3	–	- - -	–	- - -	–	- - -	1	2 7 3
Torbay - - -	Dartmouth - -	1	1 13 –	–	- - -	–	- - -	–	- - -	1	1 13 –
Distance Money -	- - - - -	1	2 2 –	–	- - -	–	- - -	–	- - -	1	2 2 –
		—	104 17 3	—	2 2 –	—	51 18 9	—	- - -	—	158 18 –

(2.)—OUTWARDS.

Harbour - -	Sea - - -	46	61 10 8	1	1 8 –	31	33 16 2	1	1 1 –	79	97 15 10
Brixham - -	Ditto - - -	2	1 10 8	–	- - -	–	- - -	–	- - -	2	1 10 8
		—	63 1 4	—	1 8 –	—	33 16 2	—	1 1 –	—	99 6 6

EXETER DISTRICT.

Definition of Limits:—From Lyme to Bob's Nose, and *vice versâ*, and to and from, and into and out of all Ports and Places within those Limits.

Nos. 2 & 3.—RETURN of the NAMES and AGES of PILOTS licensed for the *Exeter* District.

NAME.	AGE.	LIMITS OF LICENCE.
William Pyne - - - -	28	From Lyme to Bob's Nose, and from Bob's Nose to Lyme, and to and from, and into and out of all ports and places within those limits, except the harbour of Teignmouth.
Richard Lloyd Periam - -	39	
John Letton Torring - -	34	
Thomas Harpnan - - -	61	
John Tupman - - - -	56	
John Wanhill Perriam - -	39	
Michael Tilly Perriam - -	39	
James Pyne - - - -	45	
Richard Pyne - - - -	34	
Thomas Pencombe - - -	34	
Charles Carnell - - - -	54	
Richard Carnell - - - -	30	
John Weeks - - - -	40	
James Pym - - - -	31	
Edward Geo. Tupman - -	23	
Chas. Thomas Hooper - -	22	
John Webby - - - -	40	From sea into the harbour of Exmouth, and from the said harbour to sea.
Abraham Tidbury - - -	39	
Joseph Pym - - - -	45	In the river Exe, from Exmouth to Topsham, and *vice versâ*.
Daniel Pym - - - -	60	From the road over Exmouth Bar to any place within the River Exe, and from any place within the said river over Exmouth Bar to the road or to sea, and to and from any part of the said river.
John Turner Pym - - -	48	In the River Exe, from Exmouth to Topsham, and *vice versâ*.
George Wannell - - -	36	
Will. Pym, jun. - - - -	46	
Daniel Pym, jun. - - -	31	

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—OUTPORT DISTRICTS—*continued.*

No. 4.—RETURN of the RATES of PILOTAGE within the *Exeter* District.

For vessels in and over Exmouth Bar to the moorings in the Bight at Exmouth, and out again over the Bar.

COASTERS.

	INWARDS.	OUTWARDS.
	s. *d.*	
If not exceeding per register 60 tons	1 6 p' ft. draft of water	One-half the said rates.
If exceeding per register 60 tons, and not exceeding 80 tons	1 9 - - ditto - -	
Ditto - - - - - 80 - - ditto - - 90 „	2 — - - ditto - -	
Ditto - - - - - 90 - - ditto - - 100 „	2 3 - - ditto - -	
Ditto - - - - - 100 - - ditto - - 125 „	2 9 - - ditto - -	
Ditto - - - - - 125 - - ditto - - 150 „	3 — - - ditto - -	
Ditto - - - - - 150 - - ditto - - 175 „	3 6 - - ditto - -	
Ditto - - - - - 175 - - ditto - - 200 „	3 9 - - ditto - -	
Ditto - - - - - 200 - - ditto - - 250 „	5 — - - ditto - -	
Ditto - - - - - 250 - - ditto - - 300 „	5 9 - - ditto - -	
Ditto - - - - - 300 - - ditto - - 400 „	6 3 - - ditto - -	

All vessels carried up from the Bight at Exmouth to the Sands, 4*s.* 8*d.*; back, 2*s.* 4*d.* extra.
All vessels under 100 tons carried up to Topsham Quay, 14*s.*; back, 7*s.* extra.
Ditto - - - - ditto - - - - Turf, 9*s.* 4*d.*; back, 4*s.* 8*d.* extra.
Ditto - upwards of ditto - - - - Topsham, per ton, 2*d.*; back, 1*d.* extra.
Ditto - - - - ditto - - - - Turf, per ton, 1½*d.*; back, ½*d.* extra.

SHIPS FROM FOREIGN PARTS.

	INWARDS.	OUTWARDS.
	s. *d.*	
If not exceeding per register 80 tons	2 6 p' ft. draft of water	One-half the said rates.
If exceeding per register or measurement 80 tons, and not exceeding 100 tons	3 — - - ditto - -	
Ditto - - - - ditto - - - 100 - - ditto - - 150 „	4 — - - ditto - -	
Ditto - - - - ditto - - - 150 - - ditto - - 200 „	4 6 - - ditto - -	
Ditto - - - - ditto - - - 200 - - ditto - - 250 „	5 3 - - ditto - -	
Ditto - - - - ditto - - - 250 - - ditto - - 300 „	5 6 - - ditto - -	
Ditto - - - - ditto - - - 300 - - ditto - - 400 „	6 6 - - ditto - -	

All vessels carried up from the Bight at Exmouth to the Sands, 4*s.* 8*d.*; back, 2*s.* 4*d.* extra.
All vessels under 100 tons carried up to Topsham Quay, 14*s.*; back, 7*s.* extra.
Ditto - - - - ditto - - - - Turf, 9*s.* 4*d.*; back, 4*s.* 8*d.* extra.
Ditto - upwards of ditto - - - - Topsham Quay (British, per ton), 2*d.*; back, 1*d.* extra.
Ditto - - - - ditto - - - - Turf - - - - - ditto - - 1½*d.*; back, ½*d.* extra.

Ships not having British registers are to pay one-fourth more than ships having British registers, except when such first-mentioned ships shall, by any order of Her Majesty's Most Honourable Privy Council, be privileged to enter the ports of this kingdom upon paying the same duties of tonnage as are paid by British ships, in which case such ships and vessels not having British registers shall pay the like rates of pilotage only as are payable by ships having British registers. The said surplus rate, chargeable upon unprivileged foreign vessels, is to be paid to the collector of this Corporation's light dues at the Custom-house, Exeter.

Pilots to provide a boat and crew, if required, to assist over the Bar to a mooring berth, for which they shall be paid, over and above the pilotage, 2*s.* 6*d.* for each man oar employed for that purpose, and 2*s.* 6*d.* for the boat; and if it be considered by the master necessary to employ a boat and men to assist up the river, the like rate per tide shall be payable.

A pilot taken on board off the Bill of Portland or the Start (which is optional to the master) is to receive, beyond the pilotage from Bob's Nose or Lyme, as follows; viz.—

Colliers and coasters - - - - - Two guineas.
Ships from foreign parts - - - - - Three guineas.

And proportionably for intermediate distances, provided a clear understanding shall have been come to between him and the master that his services are accepted, and that he is to receive such additional pay, and the same shall have been recorded in the log-book of his pilot vessel as well as in that of the ship, and he shall have obtained a certificate thereof from the master.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—OUTPORT DISTRICTS—*continued.*

RATES of PILOTAGE for piloting Vessels Into and Out of the Harbour of *Axmouth.*

ON VESSELS IN THE COASTING TRADE.

			s.	d.		s.	d.	
Of 60	and not exceeding	80 tons,	1	6	per foot In, and	–	9	per foot Out.
exceeding 80	„	100 „	1	10	„	–	11	„
„ 100	„	150 „	2	–	„	1	–	„

ON VESSELS IN THE OVERSEA TRADE.

			s.	d.		s.	d.	
Of 60	and not exceeding	80 tons,	2	–	per foot In, and	1	–	per foot Out.
exceeding 80	„	100 „	2	6	„	1	3	„
„ 100	„	150 „	3	–	„	1	6	„

Trinity House, London, 1 January 1853. *J. Herbert*, Secretary.

No. 5.—RETURN of the TOTAL AMOUNT received for PILOTAGE of VESSELS Into and Out of *Exeter.*

(1.)—INWARDS.

DISTANCES for which PILOTED, According to the different Distances in the Scale of Rates.		BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
FROM.	TO.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
			£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
Sea - - -	Bight - - -	128	169 12 4	3	5 10 3	10	35 2 1	–	- - -	141	210 4 8
Sea - - -	Turf - - -	207	340 19 11	7	19 15 11	6	14 6 2	1	4 4 8	221	379 6 8
Sea - - -	Topsham - -	17	32 7 9	3	7 11 7	1	2 15 4	–	- - -	21	42 14 8
Bight - - -	Turf - - -	43	15 5 –	1	– 17 2	-	- - -	–	- - -	44	16 2 2
Ditto - - -	Topsham - -	14	10 6 –	1	2 16 3	–	- - -	–	- - -	15	13 2 3
		—	568 11 –	—	36 11 2	—	52 3 7	—	4 4 8	—	661 10 5

(2.)—OUTWARDS.

Bight - - -	Sea - - -	37	24 13 11½	1	– 1 3½	6	6 6 6	–	- - -	44	31 1 9
Turf - - -	Ditto - - -	38	23 16 8¾	3	2 16 4½	2	1 3 –	–	- - -	43	27 16 1¼
Topsham - -	Ditto - - -	5	3 1 6	–	- - -	1	– 16 –	–	- - -	6	3 17 6
Turf - - -	Bight - - -	238	102 5 8	1	– 13 4	3	1 4 –	–	- - -	242	104 3 –
Topsham - -	Ditto - - -	53	28 6 3	–	- - -	1	1 – –	–	- - -	54	29 6 3
Ditto - - -	Turf - - -	1	– 10 6	–	- - -	–	- - -	–	- - -	1	– 10 6
		—	182 14 7¼	—	3 11 –	—	10 9 6	—	- - -	—	196 15 1¼

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—OUTPORT DISTRICTS—*continued.*

FALMOUTH DISTRICT.

Definition of Limits:—From the Dodman to the Lizard and *vice versâ*, and to and from, and into and out of all Ports and Places within those Limits.

Nos. 2 & 3.—RETURN of the NAMES and AGES of all PILOTS licensed for the *Falmouth* District.

NAME.	AGE.	LIMITS OF LICENCE.
Nicholas Vincent	49	In and out of Falmouth Harbour, St. Just's, Carrick Road, and Helford Sound; along the coast from the Dodman to the Lizard, and in and out of all ports and places within those limits.
Nicholas Jenking	42	
Richard Andrew	48	
Samuel Lowry	69	
James Lowry	55	
Henry Tonkin	53	
Elias Chard	47	
John Chard	55	
James James	46	
John Lowry	44	
John Dash	44	
John Barker, jun.	40	
William Dash	41	
John Barker	41	
George Barker	39	
William Williams	39	
Nich. Lowry Andrew	37	
James Dash	39	
James Andrew	35	
Thomas Jenking	33	
George Angove	32	
James Vincent, jun.	27	
Francis Lowry	32	
Frederic Andrew	31	
Isaac Lower	30	
Richard Green	30	
Henry Chard	30	
Peter Tittock	30	
William Vincent	30	
John Williams	30	
William James Lowry	29	
Henry Vincent	31	
James Barker	31	
James Shavrock	30	
James O'Tiddy	36	
W. L. M. Tiddy	36	

No. 4.—RETURN of the RATES of PILOTAGE, for Piloting Ships within the *Falmouth* District.

FROM	TO	8 Feet and under.	8 to 10 Feet.	11 Feet.	12 Feet.	13 Feet.	14 Feet.	15 Feet.	16 Feet.	17 Feet.	18 Feet.	19 Feet.	20 Feet.	21 Feet.	22 Feet.
		s.	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*
Sea and vice versâ	Carrick Roads, Falmouth, and St. Mawe's Harbours, and St. Just Pool	21	26	31	37	40	44	48	53	59	66	74	83	92	105
Ditto - ditto	Helford Harbour - -	18	21	24	26	30	33	37	41	46	53				
Carrick Roads, and vice versâ	Falmouth and St. Mawe's Harbours, St. Just Pool, and Truro.	1 *s.* 6 *d.* per foot of the draught of water.													

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—OUTPORT DISTRICTS—*continued.*

A pilot taken on board at sea shall be entitled to the following additional pay, provided a perfect understanding shall have been come to between him and the master of the vessel that his services are accepted, and that he is to receive such additional pay, and the same shall have been recorded in the log-book of his pilot cutter, as well as in that of the vessel, and a certificate thereof shall have been given him by the master; viz.—

	On Vessels under 200 Tons.	On Vessels of 200 Tons, and under 500.	On Vessels of 500 Tons, and upwards.
	£. s. d.	£. s. d.	£. s. d.
If taken on board without a line drawn from the Manacles to the Dodman - - - - - -	– 10 6	1 1 –	2 2 –
If taken on board off the Lizard or in the parallel thereof, or meeting a vessel there and running before her, not being able to be put on board - -	1 1 –	2 2 –	3 3 –

Ships not having British registers are to pay one-fourth more than ships having British registers, except when such first-mentioned ships shall, by any order of Her Majesty's Most Honourable Privy Council, be privileged to enter the ports of this kingdom, upon paying the same duties of tonnage as are paid by British ships, in which case such ships and vessels not having British registers shall pay the like rates and pilotage only as are payable by ships having British registers; the said surplus rate chargeable on unprivileged foreign vessels is to be paid to the collector of this Corporation's light duties at the Custom-house, Falmouth.

N. B.—No allowance for a pilot going on board a ship in the harbour to take her out, except in extremely bad weather, or when ships are on shore, or making signals of distress, in which cases a reasonable compensation is to be made.

All vessels belonging to the Port of Truro, bound to or from foreign parts, including Guernsey, Jersey, Alderney or Sark, are to pay no more than one-half the above rates of pilotage, when navigating within the limits of the Falmouth District on their passage to or from Truro. The rate of 1 *s.* 6 *d.* per foot for subsequent removal remaining unaltered.

1 January 1853. *J. Herbert*, Secretary.

No. 5.—RETURN of the TOTAL AMOUNT received for PILOTAGE of VESSELS Into and Out of *Falmouth.*

(1.)—INWARDS.

DISTANCES for which PILOTED, According to the different Distances in the Scale of Rates.		BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
FROM.	TO.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
			£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
Sea - - -	Harbour - -	704	1,817 8 6	2	4 17 –	970	2,574 18 1	4	8 2 –	1,680	4,405 5 7
Manacles - -	Ditto - - -	30	69 10 –	–	- - -	40	105 16 –	–	- - -	70	175 6 –
Blackhead - -	Ditto - - -	10	26 18 –	–	- - -	14	37 16 6	–	- - -	24	64 14 6
Carrick Roads -	Ditto - - -	1	– 19 6	–	- - -	1	3 6 –	–	- - -	2	4 5 6
Sea - - -	Manacles - -	–	- - -	–	- - -	1	1 1 –	–	- - -	1	1 1 –
Sea - - -	Helford Harbour -	–	- - -	–	- - -	3	4 16 –	–	- - -	3	4 16 –
Distance Money -	- - - - -	36	49 10 6	–	- - -	73	99 9 6	1	2 2 –	110	151 2 –
		—	1,964 6 6	—	4 17 –	—	2,827 3 1	—	10 4 –	—	4,806 10 7

(2.)—OUTWARDS.

Harbour - -	Sea - - -	603	1,295 15 6	3	8 17 –	856	1,726 9 2	2	3 3 –	1,464	3,034 4 8

FLEETWOOD-ON-WYRE DISTRICT.

Definition of Limits:—From Sea into and out of the Harbour of Fleetwood-on-Wyre, and along the coast from Formby Point to Havering Point of Dudden.

Nos. 2 & 3.—RETURN of the NAMES and AGES of PILOTS licensed for the *Fleetwood* District.

NAME.	AGE.	LIMITS OF LICENCE.
Robert Gerrard	48	From sea into the harbour of Fleetwood-on-Wyre, and from the said harbour to sea.
Thomas Hornby	31	
David M'Lain	39	

No. 4.—RETURN of the RATES of PILOTAGE for piloting Ships and Vessels within the District of *Fleetwood-on-Wyre*.

	On Vessels employed in the Oversea Trade.	On Vessels employed in the regular Coasting Trade of the Kingdom.
	s. d.	*s. d.*
From off Rossall Point in a line with Pile à Foudre into the Harbour of Fleetwood	5 – per foot on their draught of water.	2 – per foot on their draught of water.
If boarded one mile outside the outer lighthouse	4 – – ditto – –	1 6 – ditto.
If boarded at the outer lighthouse, or within one mile outside thereof	3 – – ditto – –	1 6 – ditto.
If boarded inside the said lighthouse	2 6 – ditto – –	1 – – ditto.
For the pilotage outwards, viz., from the Harbour of Fleetwood to sea	3 – – ditto – –	1 – – ditto.

Pilots taken on board outside the above defined distances, are to receive the following pay, in addition to the above, viz.:—

	£.	*s.*	*d.*
If at two leagues westward of the line between Rossall Point and Pile à Foudre	1	1	–
If at three leagues	2	2	–
And for every additional league an additional guinea.			
For transporting ships from one berth to another within the harbour	–	10	6

If a master retain or employ a pilot whilst at anchor, the lay days to be 7 *s.* 6 *d.* per day.

All vessels towed by steam-vessels are to pay one-fourth less than the foregoing rates, provided that if the assistance of a steam-vessel be rendered for a part only of the distance for which such rates are payable, the reduction of one-fourth shall be made for such part only of the said rates as shall be proportionate to the distance towed.

All coasting steam-vessels making more than one voyage per week, are to pay half only of the above rates.

Vessels not having British registers are to pay one-fourth more than vessels having British registers, except when such first-mentioned vessels shall, by any order of Her Majesty's Most Honourable Privy Council, be privileged to enter the ports of this kingdom upon paying the same duties as are paid by British vessels, in which case, such vessels not having British registers, shall pay the like rates of pilotage only as are payable by vessels having British registers. The said surplus rate of one-fourth on unprivileged foreign vessels being payable to the collector of light dues for the Corporation of Trinity House, to be accounted for by him to the said Corporation, and by them applied to the purposes of the Pilots' Fund, as directed by the 52d section of the Act.

Trinity House, London, 1 January 1853. *J. Herbert*, Secretary.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—OUTPORT DISTRICTS—*continued.*

No. 5.—RETURN of the TOTAL AMOUNT received for PILOTAGE of VESSELS Into and Out of *Fleetwood.*

(1.)—INWARDS.

DISTANCES for which PILOTED, According to the different Distances in the Scale of Rates.		BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
FROM.	TO.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
			£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
Lighthouse - -	Harbour - -	21	10 8 6	–	- - -	–	- - -	–	- - -	21	10 8 6
Outside ditto - -	Ditto - - -	39	31 12 –	3	4 10 9	–	- - -	–	- - -	42	36 2 9
Pile à Foudre -	Ditto - - -	24	46 1 -	11	36 5 5	1	2 16 3	1	3 10 -	37	88 12 8
Distance Money -	- - - - -	3	6 6 –	1	5 5 –	–	- - -	–	- - -	4	11 11 –
		—	94 7 6	—	46 1 2	—	2 16 3	—	3 10 –	—	146 14 11

(2.)—OUTWARDS.

Harbour - -	Lighthouse - -	30	9 13 –	1	– 8 6	–	- - -	–	- - -	31	10 1 6
Ditto - - -	Outside of Lighthouse	–	- - -	22	29 1 6½	–	- - -	–	- - -	22	29 1 6½
Ditto - - -	Pile à Foudre -	–	- - -	1	– 16 10	–	- - -	–	- - -	1	– 16 10
		—	9 13 –	—	30 6 10½	–	- - -	–	- - -	—	39 19 10½

FOWEY DISTRICT.

Definition of Limits:—From Looe, inclusive, to the Dodman, and into and out of all Ports and Places within those Limits.

Nos. 2 & 3.—RETURN of the NAMES and AGES of PILOTS licensed for the *Fowey* District.

NAME.	AGE.	LIMITS OF LICENCE.
Philip Pill - - - -	42	From Looe inclusive to the Dodman, and from the Dodman to Looe, and into and out of all ports and places within those limits.
James Ley, jun. - - -	50	
William Salt - - - -	42	
Robert M. Johns - - -	50	
Richard Johns - - - -	46	
William Cloke - - - -	40	
Edward Pearn - - - -	49	From sea into the harbour of Looe, and *vice versâ.*
James Toms - - - -	33	
John Prynn - - - -	46	
John Pengally, jun. - - -	–	
John Pengelley - - - -	40	
James Longmaid - - -	68	
John Johns - - - -	50	
Richard Pengelley - - -	65	

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—OUTPORT DISTRICTS—*continued.*

No. 4.—RETURN of the RATES of PILOTAGE for PILOTING VESSELS within the *Fowey* District.

ON vessels boarded within the land off Looe, or the Dodman (which must be known by the western land, called the Gray, being open off the Dodman), and piloted into the Harbour of Fowey, Mevagissey Pier, Pentuan Basin, Charlestown Basin, or Looe, the following rates; viz.,

| | | |

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—OUTPORT DISTRICTS—*continued.*

(2.)—OUTWARDS.

DISTANCES for which PILOTED, According to the different Distances, in the Scale of Rates.		BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
FROM.	TO.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
			£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
Fowey - - -	Sea - - -	25	25 5 4	1	3 - -	30	32 18 -	-	- - -	56	61 3 4
Ditto - - -	Falmouth (peragreement).	1	2 - -	-	- - -	-	- - -	-	- - -	1	2 - -
Looe - - -	Sea - - -	158	48 4 3	-	- - -	-	- - -	-	- - -	158	48 4 3
Ditto - - -	Limestone - -	15	1 16 6	-	- - -	9	1 2 6	-	- - -	24	2 19 -
		—	77 6 1	—	3 - -	—	34 - 6	—	- - -	—	114 6 7

GLOUCESTER DISTRICT.

Definition of Limits:—Up and down the River Severn, between Kingroad and Sharpness Point.

Nos. 2 & 3.—RETURN of the NAMES and AGES of PILOTS licensed for the *Gloucester* District.

NAME.	AGE.	LIMITS OF LICENCE.
James Williams - - - -	54	Up and down the River Severn, between Kingroad and Sharpness Point.
Wm. Matthews, jun. - - -	44	
Daniel Smith - - - -	46	
Thomas Addell - - - -	43	
Edward Williams - - -	47	
Thomas Morgan - - -	54	
William Pick - - - -	59	
John Everett - - - -	48	
William Bruton - - - -	51	
William Thos. Price - - -	44	
James Pick - - - -	37	
James Smith - - - -	37	
Stephen Steel - - - -	35	
Henry Samuel Smith - - -	33	
William Bruton, jun. - - -	30	
Thomas Merrett - - -	30	
George Morgan - - - -	30	
Jos. Ashford - - - -	35	

No. 4.—RETURN of the RATES of PILOTAGE for the *Gloucester* District.

	On Vessels employed in the Oversea Trade:—and on Vessels in the Coasting Trade, to and from Gloucester, of a greater Tonnage than 95 Tons per Register, or drawing 12 feet Water and upwards.	On Vessels solely employed in the Coasting Trade, to and from Gloucester, of 95 Tons Register and under, or drawing less than 12 feet water.	On Vessels solely employed in the Coasting Trade, to and from Lidney or Bullo Pill.
	s. d.	s. d.	s. d.
Vessels drawing less than 7 feet Water - -	2 6 per Foot.	2 - per Foot.	1 3 per Foot.
Vessels drawing 7 feet Water and under 10 feet	3 - „	2 3 „	1 6 „
„ 10 „ 12 „	3 6 „	3 - „	1 9 „
„ 12 „ 14 „	4 - „	—	2 - „
„ 14 and upwards - - -	5 - „	—	2 6 „

For

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—OUTPORT DISTRICTS—*continued.*

For the pilotage from Kingroad to Slime Road, or the Old Passage, and *vice versâ*, one-half the aforegoing rates on vessels trading to and from Gloucester.

Vessels taking a pilot from Sharpness to Lidney, or from Lidney to Sharpness and thence to Kingroad, to be charged with the Gloucester rates.

Vessels towed by steam-vessels to be charged one-fourth less than the above rates.

Pilots detained on board vessels whilst discharging their cargoes, or a part thereof, or loading at any place in the River Severn short of their ultimate destination, shall be entitled to compensation, in addition to their pilotage, at the rate of 7*s.* 6*d.* per day for such detention.

Ships not having British registers are to pay one-fourth more than ships having British registers, except when such first-mentioned ships shall, by any order of Her Majesty's Most Honourable Privy Council, be privileged to enter the ports of this kingdom, upon paying the same duties of tonnage as are paid by British ships, in which case such ships and vessels not having British registers shall pay the like rates of pilotage only as are paid by ships having British registers; the said surplus rate, chargeable on unprivileged foreign vessels, is to be paid to the collector of this Corporation's light duties at the Custom-house, Gloucester.

Note.—Masters of vessels and others requiring information on the aforegoing rates are referred to the Sub-Commissioners of pilotage, at the Custom-house, Gloucester.

Trinity House, London, 1 January 1853. *J. Herbert*, Secretary.

No. 5.—RETURN of the TOTAL AMOUNT received for PILOTAGE of VESSELS Into and Out of *Gloucester*.

(1.)—INWARDS.

DISTANCES for which PILOTED, According to the different Distances in the Scale of Rates.		BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
FROM.	TO.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
			£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
Kingroad - -	Sharpness - -	539	642 14 11	153	401 – 3	60	99 1 10	113	268 10 1	865	1,411 7 1
Ditto - - -	Lydney - -	32	16 6 3	–	- - -	2	2 6 6	–	- - -	34	18 12 9
Distance Money -	- - - -	22	23 2 9	8	14 13 –	5	4 11 6	3	3 10 –	38	45 17 3
		—	682 3 11	—	415 13 3	—	105 19 10	—	272 – 1	—	1,475 17 1

(2.)—OUTWARDS.

Sharpness - -	Kingroad - -	436	418 – 7½	180	239 5 6¾	35	32 7 6	123	148 15 6	754	838 9 2¼
Lydney - - -	Ditto - - -	38	29 9 3	–	- - -	–	- - -	–	- - -	38	29 9 3
Distance Money -	- - - -	17	14 2 6	26	28 13 6	7	5 1 6	28	29 4 3	78	77 1 9
		—	461 12 4½	—	267 19 –¾	—	37 9 –	—	177 19 9	—	945 – 2¼

HARWICH DISTRICT.

Definition of Limits:—To and from the Wallet, Hoseley Bay, or the Sunk Light, into and out of Harwich Harbour, and up the River Stour to Manningtree, and *vice versâ*, and to and from all Ports and Places within the said Limits.

Nos. 2 & 3.—RETURN of the NAMES and AGES of Pilots licensed for the *Harwich* District.

NAME.	AGE.	LIMITS OF LICENCE.
Benjamin Eteen - - -	57	From Harwich Harbour, up the River Stour, to Mistley, and *vice versâ*.
John Eteen (1) - - -	35	
John Eteen (2) - - -	30	
John Eteen (3) - - -	29	
Robert Eteen - - - -	26	
William Saunders - - -	45	From Harwich Harbour, up the River Stour, to Manningtree, and *vice versâ*.
Charles Thompson - - -	35	From Harwich Harbour, up the River Stour, to Mistley, and *vice versâ*.
James Thompson - - -	62	From Harwich Harbour, up the River Stour, to Manningtree, and *vice versâ*.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—OUTPORT DISTRICTS—*continued.*

No. 4.—RETURN of the RATES of PILOTAGE for the *Harwich* District.

FROM	TO	Under 10 Feet.	10 to 13 Feet.	13 Feet and upwards.
		£. s. d.	£. s. d.	£. s. d.
Sea or Orfordness - -	Harwich Harbour - - -	2 2 –	3 3 –	4 4 –
The Rolling Grounds - -	Harwich Harbour - - -	1 1 –	1 11 6	2 2 –
Harwich Harbour -	Sea or Orfordness - - -	1 11 6	2 2 –	3 3 –
	The Rolling Grounds - -	Two-thirds of the above.		

RATES FOR THE RIVER STOUR.

	£. s. d.	
From Harwich to Wrabness, and *vice versâ* - - - - - - -	– 1 3	per keel.
From Wrabness to Mistley and back, inclusive - - - - - -	– 3 –	„
From Mistley to Manningtree, and *vice versâ* - - - - - -	– 1 –	„

Vessels not having British registers are to pay one-fourth more than vessels having British registers, except when such first-mentioned vessels shall, by any order of Her Majesty's Most Honourable Privy Council, be privileged to enter the ports of this kingdom upon paying the same duties of tonnage as are paid by British vessels, in which case such vessels not having British registers, shall pay the like rates of pilotage only as are payable by vessels having British registers. The said surplus rate, chargeable on unprivileged foreign vessels, is to be paid to the collector of the Corporation's light duties, at the Custom-house at Harwich.

8 February 1853. *J. Herbert*, Secretary.

No. 5.—RETURN of the TOTAL AMOUNT received for PILOTAGE of VESSELS Into and Out of *Harwich*.

(1.)—INWARDS.

DISTANCES for which PILOTED, According to the different Distances in the Scale of Rates.		BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
FROM.	TO.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
			£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
Wrabness - -	Mistley - -	274	128 13 –	3	1 10 9	5	1 14 –	–	– – –	282	131 17 9
Harwich - -	Ditto - - -	5	3 16 9	–	– – –	14	10 11 7	–	– – –	19	14 8 4
Ditto - - -	Wrabness - -	7	4 6 10	–	– – –	1	– 13 –	–	– – –	8	4 19 10
Wrabness - -	Manningtree -	32	15 13 9	–	– – –	–	– – –	–	– – –	32	15 13 9
Rolling Grounds -	Harwich - -	1	2 2 –	–	– – –	–	– – –	–	– – –	1	2 2 –
Lowestoft - -	Orfordness - -	–	– – –	–	– – –	1	1 10 –	–	– – –	1	1 10 –
Orfordness - -	Harwich - -	2	5 5 –	–	– – –	72	231 10 6	1	4 – –	75	240 15 6
		—	159 17 4	—	1 10 9	—	245 19 1	—	4 – –	—	411 7 2

(2.)—OUTWARDS.

Mistley - - -	Wrabness - -	274	128 13 –	3	1 10 9	5	1 14 –	–	– – –	282	131 17 9
Ditto - - -	Harwich - -	5	3 16 9	–	– – –	14	10 11 7½	–	– – –	19	14 8 4
Wrabness - -	Ditto - - -	6	3 18 4½	–	– – –	2	1 1 6	–	– – –	8	4 19 10½
Manningtree - -	Wrabness - -	32	15 13 9	–	– – –	–	– – –	–	– – –	32	15 13 9
Harwich - -	Orfordness - -	1	2 2 –	–	– – –	17	33 12 –	–	– – –	18	35 14 –
Ditto - - -	Rolling Grounds -	–	– – –	–	– – –	4	4 11 –	–	– – –	4	4 11 –
Ditto - - -	Downs - -	–	– – –	–	– – –	2	16 3 –	–	– – –	2	16 3 –
		—	154 3 10½	—	1 10 9	—	67 13 1½	–	– – –	—	223 7 9

HOLYHEAD DISTRICT.

Definition of Limits:—To and from the anchorages at Great Orm's Head, along the coast of the Isle of Anglesea and Wales, as far as Bardsey Island, and to and from, and into and out of, all ports and places within those limits, except the Bar and Harbour of Caernarvon, and the Swellies.

Nos. 2 & 3.—RETURN of the NAMES and AGES of PILOTS licensed for the *Holyhead* District.

NAME.	AGE.	LIMIT OF LICENCE.
William Owen - - - -	45	Into and out of the roadstead and harbour of Holyhead, and upon the coast to and from the anchorages at Great Orm's Head; along the coast of the Isle of Anglesea and Wales, as far as Bardsay Island, except the bar and harbour of Caernarvon, and through the Swellies.
Robert Jones - - - -	47	
Hugh Williams - - - -	62	
Edward Jones - - - -	33	
Richard Roberts - - -	35	

No. 4.—RETURN of the RATES of PILOTAGE for piloting Ships Into and Out of the Old and New Harbours of *Holyhead*, and within the *Holyhead* District.

	£.	*s.*	*d.*
Vessels not exceeding, per register - - - 50 Tons - - - - - -	–	7	6
„ exceeding 50 Tons, and not exceeding 100 „ - - - - - -	–	10	6
„ „ 100 „ - „ - - 200 „ - - - - -	1	1	–
„ „ 200 „ - „ - - 300 „ - - - - -	1	11	6
„ „ 300 „ - „ - - 400 „ - - - - -	1	16	9
„ „ 400 „ - „ - - 500 „ - - - - -	2	2	–
„ „ 500 „ - „ - - 600 „ - - - - -	2	7	3
„ „ 600 „ - „ - - 700 „ - - - - -	2	12	6
„ „ 700 „ - „ - - 800 „ - - - - -	2	17	9
„ „ 800 „ - „ - - 900 „ - - - - -	3	3	–
„ „ 900 „ - „ - - 1,000 „ - - - - -	3	10	–
„ „ 1,000 „ - 7 *s.* for each 100 „			

Ships not having British registers are to pay one-fourth more than ships having British registers, except when such first-mentioned ships shall, by any order of Her Majesty's Most Honourable Privy Council, be privileged to enter the ports of this kingdom, upon paying the same duties of tonnage as are paid by British ships, in which case such ships and vessels not having British registers shall pay the like rates of pilotage only as are payable by ships having British registers; the said surplus rate chargeable upon unprivileged foreign vessels is to be paid to the collector of this Corporation's light dues at the Custom-house, Holyhead.

All ships and vessels under any circumstances of distress are to pay the pilot a further sum of money, to be calculated according to the extent and circumstances of such distress, and the services afforded.

A pilot taken on board a vessel at the distance of three leagues or further to the southward and westward of Holyhead, shall be entitled to the following additional pay, provided a clear understanding shall have been come to between him and the master that his services are accepted, and that he is to receive such additional pay, and the same shall have been recorded in the log-book of the pilot vessel as well as in that of the ship, and he shall have received a certificate thereof from the master; viz.—

	£.	*s.*	*d.*
On having a Liverpool pilot on board, off Point Linas, and landing the Holyhead pilot there - - - - - - - - - - - - - -	3	3	–
On landing the pilot at the Great Orm's Head - - - - - - - - -	4	4	–
If a pilot is taken beyond the limits of his licence to Chester Water or to Liverpool	5	5	–

With the sum of 7*s.* 6*d.* per day for every day such pilot may be detained on board in consequence of the ship or vessel performing quarantine, or being detained under any other restriction such ships may be liable to.

Pilots boarding ships and vessels at a less distance than three leagues from the Head as above, are to receive 10*s.* 6*d.* less for pilotage than the above rates.

It is particularly requested that commanders of ships, on discharging their pilots off Point Linas, or the Orm's Head, should be certain that such pilots will be taken on shore without being delayed on board such vessels or boats as may receive them; as a pilot will be entitled to 7*s.* 6*d.* per day for every day he shall be kept out from landing after the day he is discharged from the ship or vessel he may have piloted, unless it can be proved that such delay had unavoidably happened from the violence of the wind and weather.

8 February 1853. *J. Herbert*, Secretary.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—OUTPORT DISTRICTS—*continued.*

No. 5.—RETURN of the TOTAL AMOUNT received for PILOTAGE of VESSELS Into and Out of *Holyhead.*

(1.)—INWARDS.

DISTANCES for which PILOTED, according to the different Distances in the Scale of Rates.		BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
FROM.	TO.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
			£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
Holyhead Bay -	New Harbour -	16	12 19 10½	1	3 17 –	4	3 5 7½	–	– – –	21	20 2 6
Sea - - -	Ditto - - -	43	25 17 1½	9	9 8 7½	21	11 6 10½	2	1 3 7½	75	47 16 3
Sea - - -	Old Harbour -	13	9 14 3	9	8 19 4½	3	2 4 7½	–	– – –	25	20 18 3
Sea - - -	Point Linas - -	–	– – –	2	5 5 –	–	– – –	–	– – –	2	5 5 –
		—	48 11 3	—	27 10 –	—	16 17 1½	—	1 3 7½	—	94 2 –

(2.)—OUTWARDS.

New Harbour -	Bay of Holyhead -	16	12 19 10½	1	3 17 –	4	3 5 7½	–	– – –	21	20 2 6
Ditto - - -	Sea - - -	43	25 17 1½	9	9 8 7½	21	11 6 10½	2	1 3 7½	75	47 16 3
Old Harbour - -	Sea - - -	13	9 14 3	9	8 19 4½	3	2 4 7½	–	– – –	25	20 18 3
Point Linas - -	Sea - - -	–	– – –	2	5 5 –	–	– – –	–	– – –	2	5 5 –
Distance Money -	- - - -	–	– – –	2	8 8 –	–	– – –	–	– – –	2	8 8 –
		—	48 11 3	–	35 18 –	–	16 17 1½	–	1 3 7½	—	102 10 –

VESSELS CHANGING.

	Number of Vessels.	Amount for Pilotage, Out Limits, Linas to Liverpool.	Total Vessels.	Total Amount.
		£. s. d.		£. s. d.
Return of the amount paid by such vessels as have, before reaching the Limits of pilotage water, to take or pay for two or more pilots, with the number of vessels paying the same - - -	3	6 16 6	3	6 16 6

IPSWICH DISTRICT.

Definition of Limits:—From Ipswich Quays to Harwich Harbour, and *vice versâ.*

Nos. 2 & 3.—RETURN of the NAMES and AGES of PILOTS licensed for the *Ipswich* District.

NAME.	AGE.	LIMITS OF LICENCE.
David Wright - - - -	71	From Ipswich Quays to Harwich Harbour, and *vice versâ.*
Edward Chaplin - - -	70	
Edward Maple, sen. - - -	75	
George Beaumont - - -	37	
Robert Whiting - - -	62	
Robert Welham - - -	68	
David Wright, jun. - - -	49	
James Girling - - - -	50	
James Tolley - - - -	38	
Charles Hadcraft - - -	27	
William Naunton - - -	25	
Charles Smith - - - -	21	
Edward Butcher - - -	30	

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—OUTPORT DISTRICTS—*continued.*

No. 4.—RETURN of the Rates of PILOTAGE for *Ipswich.*

Main Pilotage Rates
Ipswich Dock Act 1855, c. 116, s. 99.

	s.	d.
From the dock entrance to Downhan Reach, or from Downham Reach to the dock entrance, for every British sloop or vessel, with one mast, 1 *s.* for every foot of water such sloop or vessel shall draw, say - - -	1	–
For every other British vessel with two or more masts, 1 *s.* and 3 *d.* for every foot of water such vessel shall draw, say - - -

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—OUTPORT DISTRICTS—*continued.*

or persons who may have reason to be dissatisfied with the conduct of the pilots, are to address themselves to the sub-commissioners, who will act in the matter according to their discretion, and in conformity with their instructions from the said Corporation.

13.—Every pilot shall, as soon as possible after his coming on shore from any vessel of which he shall have had the charge, report to the superintendent the name of such vessel and of her commander, and also her draft of water, &c., all of which shall be entered by the superintendent in a book, to be provided for the purpose, and the pilot shall sign the entry thereof in attestation of its correctness.

14.—Each pilot is to deliver to the sub-commissioners, at the expiration of every month, an account on one of the forms provided for that purpose, of the name, &c., of every vessel piloted by him in that month, and of the amount he received for piloting the same, and he is to pay to the sub-commissioners a poundage of 6 *d.* in the pound on the amounts so received, which poundage is to be applied by the Corporation of the Trinity House to the purposes of the "Pilots' Fund," as provided by sections 4 and 52 of the Act of Parliament, 6th Geo. 4, c. 125.

Note:—Those pilots who were above the age of 45 at the time of their being licensed, are not to pay the poundage above named, but must render the accounts of their earnings, in order that a correct estimate may at all times be obtained of the amount of the pilots' emoluments.

15.—Any pilot who may be desirous of proceeding against an unlicensed person for acting as a pilot, or against the master of a vessel, who being liable to employ a pilot, shall have refused his services, for the recovery of the penalties imposed by Act 6 Geo. 4, c. 125, s. 58 or 70, on those offences respectively, shall state the particulars of his complaint in writing to the sub-commissioners, who shall, if the case appear to them to be sustainable at law, report the same to the Corporation of the Trinity House, for their consent to the commencement of proceedings, or otherwise, as to them may seem meet.

16.—Each pilot may take one apprentice, provided such apprentice can read and write.

17.—The 13 pilots shall be divided into two classes. The first class to consist of seven, and the second class of six pilots.

18.—The pilots are to pay all their earnings into one general fund, and to receive weekly therefrom such a portion of their probable share as may be sufficient to defray their ordinary current expenses.

19.—All expenses incurred for repairing the boat at Downham Reach, and for the rent of the boat at Harwich, and for the salary of the superintendent, and the wages of the boatmen at Downham Reach, are to be paid out of the general fund.

20.—The general fund shall be managed under the special directions of the sub-commissioners.

21.—After payment of the general expenses, &c., the balance of the weekly earnings is to be divided into 15 equal parts or shares, one of which is to be received by each pilot, less the amount already advanced him for his current expenses, as above provided.

22.—The remaining two fifteenth parts or shares of the weekly earnings shall be divided between the seven pilots of the first class in equal proportion.

19 June 1849. *J. Herbert*, Secretary.

No. 5.—RETURN of the TOTAL AMOUNT received for PILOTAGE of VESSELS Into and Out of *Ipswich.*

(1.)—INWARDS.

DISTANCES for which PILOTED, According to the different Distances in the Scale of Rates.		BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
FROM.	TO.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
			£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
Downham Reach -	Ipswich - -	595	287 13 6½	342	156 18 4½	36	17 16 –	14	7 12 6	987	470 – 5
Harwich - -	Ditto - - -	4	2 17 2	2	– 16 9½	1	– 18 –	1	1 5 8	8	5 17 7½
Levington Creek -	Ditto - - -	2	1 4 3	3	2 4 3½	–	- - -	–	- - -	5	3 8 6½
Ditto - - -	Downham Reach -	65	18 16 4½	13	4 8 –½	–	- - -	–	- - -	78	23 4 5
Harwich - -	Ditto - - -	72	32 10 8	21	11 – 7	28	13 14 –	1	– 11 5	122	57 16 8
		—	343 2 –	—	175 8 1	—	32 8 –	—	9 9 7	—	560 7 8

(2.)—OUTWARDS.

Ipswich - - -	Downham Reach -	504	197 9 –½	252	86 11 5½	13	3 4 8½	4	1 16 1	773	289 1 3½
Ditto - - -	Levington Creek -	47	31 12 –	45	24 4 2½	–	- - -	1	– 12 3	93	56 8 5½
Ditto - - -	Harwich - -	33	32 5 2	20	15 13 11	16	13 14 11	18	13 8 1½	87	75 2 2
		—	261 6 3	—	126 9 7	—	16 19 7½	—	15 16 5½	—	420 11 11

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—OUTPORT DISTRICTS—*continued.*

LOWESTOFT DISTRICT.

Nos. 2 & 3.—RETURN of the NAMES and AGES of PILOTS licensed for the *Lowestoft* District.

NAME.	AGE.	LIMITS OF LICENCE.
John Butcher	56	From Corton Pole to the north, and Benacre Point to the south, and into and out of the harbour of Lowestoft.
John Golder	47	
James Swan	46	And further licensed from sea through the different channels and gatways with Yarmouth Road, and *vice versâ*.
John Sterry Swan	47	

No. 5.—RETURN of the TOTAL AMOUNT received for PILOTAGE of VESSELS Into and Out of *Lowestoft.*

(1.)—INWARDS.

DISTANCES for which PILOTED, According to the different Distances in the Scale of Rates.		BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
FROM.	TO.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
			£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
Sea - - -	Harbour - -	219	154 9 1	53	38 15 9	95	66 10 11	19	10 9 5	386	270 5 2
Sea - - -	Roads - - -	9	24 18 –	–	- - -	21	59 11 4	–	- - -	30	84 9 4
		—	179 7 1	—	38 15 9	—	126 2 3	—	10 9 5	—	354 14 6

VESSELS CHANGING.

	No. of Vessels.	Amount for Pilotage. From Sea to Harbour.	Amount for Pilotage. From Sea to Roads.	Total Vessels.	TOTAL AMOUNT.
		£. s. d.	£. s. d.		£. s. d.
Return of the amount paid by such vessels as have, before reaching the limits of pilotage water, to take or pay for two or more pilots, with the number of vessels paying the same - -	3	1 2 6	- - -	4	3 12 6
	1	- - -	2 10 –		

(2.)—OUTWARDS.

Harbour - -	Sea - - -	109	73 6 –	26	17 – 2	75	44 19 2	14	6 5 8	224	41 11 –
Roads - - -	Sea - - -	19	28 5 –	1	1 10 –	25	38 16 3	2	3 – –	47	71 11 3
		—	101 11 –	—	18 10 2	—	83 15 5	—	9 5 8	—	213 2 3

VESSELS CHANGING.

	No. of Vessels.	Amount for Pilotage. Roads to Sea.	Amount for Pilotage. Harbour to Sea.	Total Vessels.	TOTAL AMOUNT.
		£. s. d.	£. s. d.		£. s. d.
Return of the Amount paid by such vessels as have, before reaching the limits of pilotage water, to take or pay for two or more pilots, with the number of vessels paying the same - -	2	1 18 9	- - -	5	3 2 6
	3	- - -	1 3 9		

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—OUTPORT DISTRICTS—*continued.*

MALDON DISTRICT.

Definition of Limits:—From a Line drawn from the Naze Tower to the Buoy of the Gunfleet, up the Blackwater River to Maldon, and *vice versâ*.

Nos. 2 & 3.—RETURN of the NAMES and AGES of PILOTS licensed for the *Maldon* District.

NAME.	AGE.	LIMITS OF LICENCE.
Giles Austin	61	From a line drawn from the Naze Tower to the buoy of the Gunfleet, up the Rivers Blackwater and Chelmer, to Maldon Bridge, and *vice versâ*.
James Firmin	60	
Abraham Handley	62	
William Handley	36	
William Knight	76	
William Morris	64	
Edward Gouers Pearmain	38	

No. 4.—RETURN of the RATES of PILOTAGE for Piloting Ships Into and Out of the Port of *Maldon*.

From Eastness to Stansgate, 1 *s.* 6 *d.* per foot of the draft of water of the vessel so piloted.

From Stansgate to Maldon, 1 *s.* 3 *d.* per foot of such draft of water.

The outward pilotage is to be in all cases the same as the inward pilotage.

Ships not having British registers are to pay one-fourth more than ships having British registers, except when such first-mentioned ships shall, by any order of Her Majesty's Most Honourable Privy Council, be privileged to enter the ports of this kingdom, upon paying the same duties of tonnage as are paid by British ships, in which case such ships and vessels not having British registers shall pay the like rates of pilotage only as are payable by ships having British registers. The said surplus rate of pilotage chargeable on unprivileged Foreign vessels is to be paid to the collector of light dues at Maldon.

The pilots are to cruise between Eastness and a line drawn from Harwich Naze Tower to the buoy of the Gunfleet; and if any pilot shall be required to take charge of any vessel to the eastward of Eastness, he is to be paid 1 *s.* for every mile he shall conduct such vessel to the eastward thereof, not exceeding the above-mentioned line.

Trinity House, London, 1 January 1853. *J. Herbert*, Secretary.

No. 5.—RETURN of the TOTAL AMOUNT received for PILOTAGE of VESSELS Into and Out of *Maldon*.

(1.)—INWARDS.

DISTANCES for which PILOTED, According to the different Distances in the Scale of Rates.		BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
FROM.	TO.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
			£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
Stangate	Maldon	170	142 13 3	–	– – –	3	5 – 6	–	– – –	173	147 13 9
Orfordness	Stangate	–	– – –	–	– – –	1	3 2 6	–	– – –	1	3 2 6
		—	142 13 3	—	– – –	—	8 3 –	—	– – –	—	150 16 3

(2.)—OUTWARDS.

Maldon	Stansgate	141	121 5 3	–	– – –	3	3 10 –	–	– – –	144	124 15 3
Distance Money		–	– – –	–	– – –	2	8 15 9	–	– – –	2	8 15 9
		–	121 5 3	—	– – –	—	12 5 9	—	– – –	—	133 11 –

MILFORD DISTRICT.

Definition of Limits:—From Caldy Island along the Coast to St. David's Head, and from thence to Cardigan Island, and *vice versâ*; and to and from, and into and out of, all Ports and Places within those Limits.

Nos. 2 & 3.—RETURN of the NAMES and AGES of PILOTS licensed for the *Milford* District.

NAME.	AGE.	LIMITS OF LICENCE.
George John	50	From Caldy Island, along the Coast to Saint David's Head, and from thence to Cardigan Island, and *vice versâ*; from Cardigan Island to Caldy Island, and to and from, and into and out of, all ports and places within those limits.
William John	59	
Thomas Johns	55	
John Lewis	39	
James Handcock	40	
Robert Phillips	44	
William Iverney	50	
William Watkins	37	
Thos. Stephens Johns	24	
William Gerrard	55	From sea into the port of Milford, and to and from all places and anchorages within the said port to sea.
George Peters	35	

No. 4.—RETURN of the RATES OF PILOTAGE for piloting Ships into the Harbour of *Milford*, and up and down the said Harbour.

FROM	TO	RATES PER FOOT. Under 14 Feet.	RATES PER FOOT. 14 Feet and Upwards.
		£. s. d.	£. s. d.
A line drawn from St. Ann's Point to Sheep's Island.	Any part of the harbour below a line drawn from Newton Noyse Point to Martin's Haven.	– 2 6	– 3 6
A line drawn from St. Ann's Point to Sheep's Island, or from Hubberstone-road.	Any place above a line drawn from Newton Noyse Point to Martin's Haven, in addition.	– 2 –	– 2 6

Vessels inward-bound, not boarded until they have passed a line drawn from Rat Island to Warwick Point, are to pay one-fourth less than the aforegoing rates; and if not boarded until they have passed a line drawn from Thorn Island to Great Castle Head, they are to pay one-half only of the said rates; and if not boarded until they have passed the Stack Rock, to a line from Newton Noyse Point to Martin's Haven, they are not to be chargeable with any pilotage unless the masters thereof require pilotage assistance.

ADDITIONAL RATES for Ships Boarded without the Entrance of the Harbour.

	£.	s.	d.
From a line drawn from Lenny Point to Skokam Island, in addition, per foot	–	2	–
If to the southward of St. Gowan's Head ditto	–	1	–
Or from Caldy Island eastward, or from the westward of the Grassholm, or three leagues without Lenny Point, in addition to the harbour pilotage	3	3	–
Six leagues ditto	4	4	–
Ten leagues	6	6	–

Provided that a clear understanding shall have been come to between the pilot and the master of the ship that his services are accepted, and that he is to receive such additional pay, and the same shall have been recorded in the log-book of his cutter and in that of the ship, and the pilot shall have received from the master a certificate to that effect.

Ships not having British registers are to pay one-fourth more than ships having British registers, except when such first-mentioned ships shall, by any order of Her Majesty's Most Honourable Privy Council, be privileged to enter the ports of this kingdom upon paying the same duties of tonnage as are paid by British ships, in which case such ships and vessels not having British registers shall pay the like rates of pilotage only as are payable by ships having British registers; the said surplus rate chargeable on unprivileged foreign vessels is to be paid to the collector of this Corporation's light duties at the Custom-house, Milford.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—OUTPORT DISTRICTS—*continued.*

RATES for Services and Assistance performed in the Harbour.

For a boat carrying an anchor above 6 cwt. with a corresponding hawser—

	£.	s.	d.	
If in Hubberstone-road	2	2	–	Not exceeding, at the discretion of the Sub-commissioners.
Each man in the boat, each tide	–	5	–	
If below Hubberstone road, a line drawn from the east point of Gilliswick to the east point of Angle Bay, and above the Stack Rock	2	12	6	
Each man in the boat, each tide	–	5	–	
If in Dale-road, and the anchor is brought from Milford	4	4	–	
Or if carried off from Dale	2	12	6	
Each man in the boat, each tide	–	5	–	

For a boat carrying off an anchor 3 cwt., and not exceeding 6 cwt., with a corresponding hawser, the boat and men to have three-fourths of the above specified sums.

For a boat with an anchor 2 cwt. and not exceeding 3 cwt., with a corresponding hawser, the boat and men to have one-half of the said above specified sums.

For unmooring a ship drawing 14 feet water and upwards, and bringing her alongside the quay, or into Hubberstone Pill—

From the situation first or second before mentioned—	£.	s.	d.	
For the pilot	1	1	–	Not exceeding, at the discretion of the sub-commissioners.
If with a boat, an additional sum of	–	10	6	
Each person employed	–	5	–	
From the third station specified—				
For the pilot	1	11	6	Not exceeding, at the discretion of the sub-commissioners.
If with a boat, an additional sum of	–	10	6	
Each person employed	–	5	–	

And for taking a ship of 14 feet draught of water and upwards from the quays or Hubberstone Pill to moorings in any of the situations before mentioned, the like sums above specified.

Ships under 14 feet draught of water, to or from the situations before mentioned, three-fourths of the sums for the pilot; the boat and men as above specified.

For new mooring a ship, drawing 14 feet water, in either of the situations before described—

	£.	s.	d.	
For the pilot	–	10	6	Not exceeding.
If with a boat, an additional sum of	–	10	6	
Each person employed	–	5	–	

1 January 1853. *J. Herbert*, Secretary.

No. 5.—RETURN of the TOTAL AMOUNT received for PILOTAGE of VESSELS Into and Out of *Milford.*

(1.)—INWARDS.

DISTANCES for which PILOTED, According to the different Distances in the Scale of Rates.		BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
FROM.	TO.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
			£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
St. Ann's Point	Below Harbour	25	45 7 6	3	3 13 6	12	22 11 6	1	1 – –	41	72 12 6
Ditto	Above ditto	13	55 9 –	1	4 4 6	3	12 18 –	–	– – –	17	72 11 6
Distance Money		7	11 16 6	–	– – –	2	6 2 –	–	– – –	9	17 18 6
		—	112 13 –	—	7 18 –	—	41 11 6	—	1 – –	—	163 2 6

(2.)—OUTWARDS.

Below Harbour	St. Ann's Point	47	86 16 –	3	5 18 9	11	14 11 –	1	1 2 –	62	108 7 9
Above Harbour	Ditto	7	17 1 6	1	1 16 –	3	6 19 6	–	– – –	11	25 17 –
		—	103 17 6	—	7 14 9	—	21 10 6	—	1 2 –	—	134 4 9

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—OUTPORT DISTRICTS—*continued.*

NEATH DISTRICT.

Definition of Limits:—From the Outside of Neath Bar into the Port and Harbour of Neath, and *vice versâ.*

Nos. 2 & 3.—RETURN of the NAMES and AGES of PILOTS licensed for the *Neath* District.

NAME.	AGE.	LIMITS OF LICENCE.
Thomas Emanuel	39	From the outside of Neath Bar into the port and harbour of Neath, and *vice versâ.*
James Harris	36	
Charles Harris	30	
David Jenkins	39	
Thomas Jones	54	
David Morgan	66	
Daniel Perkins	38	
William Phillips (1)	49	
William Phillips (2)	43	
Lewis Reynolds	36	
Edward Vaughan	47	
John White	30	
Charles Williams	42	
Daniel Williams	52	
Griffith Williams	31	
Lewis Williams	29	
Thomas Williams	50	
William Williams (1)	45	
William Williams (2)	33	
William Williams (3)	30	
William Williams (4)	29	
John Emanuel	37	
Thomas White	28	
Henry Penett	48	
William Bolton	36	
David Harris	33	

No. 4.—RETURN of the RATES of PILOTAGE for Piloting Ships and Vessels within the *Neath* District.

STATIONS.	DRAUGHT OF WATER OF SHIPS AND VESSELS.															
	7 Feet and Under.	7½ Feet.	8 Feet.	8½ Feet.	9 Feet.	9½ Feet.	10 Feet.	10½ Feet.	11 Feet.	11½ Feet.	12 Feet.	12½ Feet.	13 Feet.	13½ Feet.	14 Feet.	14½ Feet.	15 Feet and Upwards.
FIRST STATION.	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	£. *s. d.*	£. *s.*	£. *s. d.*	£. *s.*	£. *s. d.*	£. *s.*	£. *s.*	£. *s.*
From outside of Neath Bar to the Layer, and to any distance between the Layer and southern end of Abbey Estate, and *vice versâ*	7 –	8 –	10 –	11 –	11 2	11 6	12 –	12 6	13 –	– 14 –	– 15	– 16 6	– 18	1 – –	1 4	1 7	1 17
SECOND STATION. From outside of Neath Bar to any distance lying between the inner termination of the First Station and the Abbey Pill, and *vice versâ*	8 –	9 6	11 9	12 –	12 6	13 2	14 –	14 9	15 6	– 16 6	– 19	1 1 –	1 3	1 5 6	1 10	1 11	2 2
THIRD STATION. From outside of Neath Bar to any distance lying between the Abbey Pill and Neath Bridge, and *vice versâ*	10 –	11 6	13 9	15 –	15 6	16 8	17 6	18 3	19 –	1 – –	1 2	1 4 –	1 6	1 9 –	1 15	2 –	2 7

Note.—The above rates include the charges for boats and hobblers.

For conducting vessels from one of the above-named stations to another within the port—

For vessels under 100 tons – – – – – – – – – – – 3*s.*
„ „ 130 „ – – – – – – – – – – – 4*s.*
„ above 130 „ – – – – – – – – – – – 5*s.*

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—OUTPORTS DISTRICTS—*continued.*

Ships not having British registers are to pay one-fourth more than ships having British registers, except when such first-mentioned ships shall, by any order of Her Majesty's Most Honourable Privy Council, be privileged to enter the ports of this kingdom, upon paying the same duties of tonnage as are paid by British ships, in which case such ships and vessels not having British registers shall pay the like rates of pilotage only as are payable by ships having British registers.

No. 5.—RETURN of the TOTAL AMOUNT received for PILOTAGE of VESSELS Into and Out of *Neath.*

(1.)—INWARDS.

DISTANCES for which PILOTED, According to the different Distances in the Scale of Rates.		BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam		Towed by Steam.			
FROM.	TO.	No.	Amount.	No.	Amount.	No.	Amouut.	No.	Amount.	No.	Amount.
			£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
Neath Bar - -	First Station -	443	209 15 2	529	268 - 7	14	6 2 2	15	6 19 2	1,001	490 17 1
Ditto - - -	Second Station -	84	49 2 1	165	105 3 10	9	4 1 -	7	3 11 -	265	161 17 11
Ditto - - -	Third Station -	64	41 11 8	112	122 12 -	-	- - -	-	- - -	176	164 3 8
Removing from one Station to another -		1	- 3 -	-	- - -	-	- - -	-	- - -	1	- 3 -
		—	300 11 11	—	495 16 5	—	10 3 2	—	10 10 2	—	817 1 8

VESSELS CHANGING.

	Number of Vessels.	Amount for Pilotage below First Station.	Total Vessels.	TOTAL AMOUNT.
Return of the amount paid by such vessels as have, before reaching the limits of pilotage water, to take or pay for two or more pilots, with the number of vessels paying the same - - - -	2	£. s. d. - 14 -	2	£. s. d. - 14 -

(2.)—OUTWARDS.

First Station - -	Neath Bar - -	377	211 15 4	615	375 8 11	9	5 - 6	14	7 19 10	1,015	600 4 7
Second Station -	Ditto - - -	66	43 - 4	170	122 16 3	9	5 5 9	5	3 4 6	250	174 6 10
Third Station - -	Ditto - - -	37	27 5 6	114	128 12 2	1	1 - -	-	- - -	152	156 17 8
		—	282 1 2	—	626 17 4	—	11 6 3	—	11 4 4	—	931 9 1

VESSELS changing at Third Station.

	No. of Vessels.	Amount for Pilotage out, Third Station.	Total Vessels.	TOTAL AMOUNT.
Return of the amount paid by such vessels, as have, before reaching the limits of pilotage water, to take or pay for two or more pilots with the number of vessels paying the same - -	2	£. s. d. 1 3 2	2	£. s. d. 1 3 2

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—OUTPORT DISTRICTS—*continued.*

NEWHAVEN DISTRICT.

Definition of Limits:—From Dungeness westward to Brighthelmstone (inclusive), and from Brighthelmstone (inclusive) to Dungeness; and to and from, and into and out of, all Ports and Places within those Limits.

Nos. 2 & 3.—RETURN of the NAMES and AGES of PILOTS licensed for the *Newhaven* District.

NAME.	AGE.	LIMITS OF LICENCE.
John Mitchener	59	From Dungeness to Selsea Bill, and from Selsea Bill to Dungeness, and in and out of all anchorages within those limits, except the ports of Arundel, Littlehampton, Shoreham, and Rye; and from sea into the port of Newhaven, and from the port of Newhaven to sea, and backward and forward within the said port.
George Stevens	41	
John Stocks	50	
Henry Read	44	
Henry Mockett	37	
Charles Terry	42	
William Miller	35	
William Waters	68	From sea into the harbour of Newhaven, and from the harbour of Newhaven to sea.

No. 4.—RETURN of the RATES of PILOTAGE within the *Newhaven* District.

THE following rates shall be payable for coast pilotage from Dungeness to the west end of the Owers:—

7 Feet Water, and under.	7 to 10 Feet.	11 Feet.	12 Feet.	13 Feet.	14 Feet.	15 Feet.
£. s. d.	£. s. d.	£. s.	£. s. d.	£. s. d.	£ s.	£. s.
2 16 6	4 4 6	4 13	5 1 6	5 9 6	5 18	6 6

16 Feet.	17 Feet.	18 Feet.	19 Feet.	20 Feet.	21 Feet.	Above 21 Feet.
£. s.	£. s.	£. s.	£. s.	£. s.	£. s.	£. s.
6 15	7 2	8 5	9 15	11 5	12 15	13 10

Provided a clear understanding shall have been come to between the pilot and the master of the vessel that the services of the former are accepted, and that he is to receive such additional pay, and he shall have obtained a certificate thereof from the master.

HARBOUR PILOTAGE.

	s.	d.	
On vessels drawing 8 feet water and under	1	6	per foot.
Ditto more than 8 feet and not exceeding 11 feet	1	9	ditto.
Ditto - ditto - 11 feet - ditto - - 14 feet	2	6	ditto.
Ditto - ditto - 14 feet	3	–	ditto.

Pilotage for the beaches of Brighthelmstone, Hastings, or Bexhill:—

	s.	d.	
8 feet and under	1	3	per foot.
8 feet to 10 feet	1	9	ditto.
Above 10 feet	2	–	ditto.

The above rates for the harbour and beaches are due both inwards and outwards, but no charge whatever is to be made for the use of pilot boats.

Ships taken charge of in distress are to pay according to circumstances, to be settled by the sub-commissioners.

Ships not having British registers are to pay one-fourth more than ships having British registers, except when such first-mentioned ships shall, by any order of Her Majesty's Most Honourable Privy Council, be privileged to enter the ports of this kingdom, upon paying the same duties of tonnage as are paid by British ships, in which case such ships and vessels not having British registers shall pay the like rates of pilotage only as are payable by ships having British registers; the said surplus rate of pilotage chargeable on unprivileged foreign vessels is to be paid to the collector of this Corporation's light duties at the Custom-house, Newhaven.

Trinity House, London, 1 January 1853. *J. Herbert*, Secretary.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—OUTPORT DISTRICTS—*continued.*

No. 5.—RETURN of the TOTAL AMOUNT received for PILOTAGE of VESSELS Into and Out of *Newhaven.*

(1.)—INWARDS.

DISTANCES for which PILOTED, According to the different Distances in the Scale of Rates.		BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
FROM.	TO.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
			£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
Sea - - -	Harbour - -	271	308 17 9	–	- - -	16	15 11 5	–	- - -	287	324 9 –

(2.)—OUTWARDS.

Harbour - -	Sea - - -	261	144 10 10½	–	- - -	13	7 18 9	–	- - -	274	152 9 7½

NEWPORT DISTRICT.

Definition of Limits:—From Rumney River to Redwick Pill, and into and out of all Ports and Places within those Limits; and across the Bristol Channel, within the said Rumney River and Redwick Pill, as far as an imaginary Line drawn from the Flat and Steep Holmes Islands to Aust, in the County of Gloucester.

Nos. 2 & 3.—RETURN of the NAMES and AGES of PILOTS licensed for the *Newport* District.

NAME.	AGE.	LIMITS OF LICENCE.
Thomas Brown - - - -	61	Up and down the River Usk, and into and out of the harbour of Newport; also from Rumney River to Redwick Pill, and into and out of all ports and places within those limits; and across the Bristol Channel, between the said Rumney River and Redwick Pill, as far as an imaginary line drawn from the Flat and Steep Holms Islands to Aust, in the county of Gloucester.
William Austice - - -	43	
Abraham Gilmore - - -	47	
Charles Cox - - - -	42	
George Morgan - - - -	49	
Daniel Jones - - - -	54	
George Nash - - - -	45	
David Prosser - - - -	40	
George Atwell - - - -	42	
John Wililams - - - -	40	
Cornelius Driscoll - - -	41	
Henry Ray - - - -	48	
William Parfitt, jun. - - -	26	
William Jones - - - -	26	
James Comerford - - -	30	
Thomas Philips - - - -	36	From Rumney River to Redwick Pill, and into and out of all ports and places within those limits, and across the Bristol Channel, between the said Rumney River and Redwick Pill, as far as an imaginary line drawn from the Flat and Steep Holms Islands to Aust, in the county of Gloucester.
David James - - - -	36	
Henry Bay, jun. - - -	23	
J. Griffiths - - - -	55	
H. Matthias - - - -	32	

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—OUTPORT DISTRICTS—*continued*.

No. 4.—RETURN of the RATES of PILOTAGE for the *Newport* District.

		COASTING VESSELS, PER FOOT.	OVERSEA TRADERS, PER FOOT.
		s. d.	*s. d.*
From Newport or Pilgwenly to the mouth of the River Usk, and *vice versâ* - -	Vessels under 9 feet water - - - -	– 9	1 –
	Vessels drawing 9 feet water, and under 12 feet	1 –	1 3
	Ditto „ 12 „ „ 15 „	1 3	1 6
	Ditto „ 15 „ and upwards -	1 6	2 –
From Newport or Pilgwenly to Rumney River or Redwick Pill, or any place outside of the River Usk, within the district, and *vice versâ* - - - - -	Vessels under 9 feet water - - - -	1 3	1 6
	Vessels drawing 9 feet water, and under 12 feet	1 6	1 9
	Ditto „ 12 „ „ 15 „	1 9	2 –
	Ditto „ 15 „ and upwards -	2 –	2 6
From Newport or Pilgwenly to Pennarth or Kingroad, or *vice versâ* (provided no Bristol pilot should offer outside the Newport district) - - - - - -	Vessels under 9 feet water - - - -	1 6	1 9
	Vessels drawing 9 feet water, and under 12 feet	1 9	2 –
	Ditto „ 12 „ „ 15 „	2 –	2 6
	Ditto „ 15 „ and upwards -	2 3	3 –

Ships not having British registers are to pay one-fourth more than ships having British registers, except when such first-mentioned ships shall, by any order of Her Majesty's Most Honourable Privy Council, be privileged to enter the ports of this kingdom, upon paying the same duties of tonnage as are paid by British ships; in which case such ships and vessels, not having British registers, shall pay the like rates of pilotage only as are payable by ships having British registers. The said surplus rate, chargeable on unprivileged foreign vessels, is to be paid to the collector of this Corporation's light duties at the Custom-house, Newport.

		s.	*d.*	
Pilots employed on tides' work on board vessels under	50 tons - - - -	2	–	per tide.
„ „	50 and under 100 tons -	2	6	
„ „	100 „ 150 „ -	3	–	
„ „	150 „ 200 „ -	4	–	
„ „	200 „ 300 „ -	5	–	
„ „	300 and upwards - -	7	6	

Trinity House, London, 1 January 1853. *J. Herbert*, Secretary.

No. 5.—RETURN of the TOTAL AMOUNT received for PILOTAGE of VESSELS Into and Out of *Newport*.

(1.)—INWARDS.

DISTANCES for which PILOTED, According to the different Distances in the Scale of Rates.		BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
FROM.	TO	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
			£. *s. d.*		£. *s. d.*		£. *s. d.*		£. *s. d.*		£. *s. d.*
Pennarth - -	Newport - -	119	132 1 2	89	135 11 6	56	50 14 –	113	152 17 5	377	471 4 1
Rumney River -	Ditto - - -	31	26 7 11	51	63 7 2	23	14 17 5	64	69 – –	169	173 12 6
Mouth of Usk -	Ditto - - -	49	26 1 –	8	7 18 9	15	6 11 5	2	1 14 –	74	42 5 2
		—	184 10 1	—	206 17 5	—	72 2 10	—	223 11 5	—	687 1 9

(2.)—OUTWARDS.

Newport - -	Pennarth - -	242	343 12 9	178	405 3 6	110	143 7 4	230	530 – 2	760	1,422 3 9
Ditto - - -	Mouth of Usk -	101	64 11 9	–	- - -	1	– 12 6	–	- - -	102	65 4 3
		—	408 4 6	—	405 3 6	—	143 19 10	—	530 – 2	-	1,487 8 –

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—OUTPORT DISTRICTS—*continued.*

PADSTOW DISTRICT.

Definition of Limits:—Between the Mouls eastward of Pentyre Point and the Quays westward of Trevose Head.

Nos. 2 & 3.—RETURN of the NAMES and AGES of PILOTS licensed for the *Padstow* District.

NAME.	AGE.	LIMITS OF LICENCE.
Thomas Chapman	53	From the Mauls, eastward of Pentyre Point, to the quays westward of Trevose Head, and into and out of all ports and places within those limits.
William Kibley	35	
John Blake	39	
Henry Ryley	46	
William Treleaven	44	
Robert Cobbledick	43	
Samuel French	28	

No. 4.—RETURN of the RATES of PILOTAGE from *Stepper Point* Inwards or to *Stepper Point* Outwards.

	INWARDS, PER FOOT.	OUTWARDS, PER FOOT.
	s. d.	*s. d.*
On Vessels of less than 100 Tons per Register:		
Drawing 9 feet water and under	– 10	– 4
„ 10 feet and under 11 feet	1 –	– 5
„ 11 feet and upwards	1 2	– 6
On Vessels of 100 Tons and not exceeding 200 Tons:		
Drawing 9 feet water and under	1 –	– 6
„ 10 feet and under 11 feet	1 3	– 7
„ 11 feet „ 12 feet	1 6	– 8
„ 12 feet and upwards	2 –	1 –
On Vessels exceeding 200 Tons:		
Drawing 9 feet water and under	2 6	2 6
„ above 9 feet and under 12 feet	3 –	3 –
„ 12 feet and under 16 feet	4 –	4 –
„ 16 feet and upwards	5 –	5 –

Vessels not having British registers are to pay one-fourth more than vessels having British registers, except when such first-mentioned vessels shall, by any order of Her Majesty's Most Honourable Privy Council, be privileged to enter the ports of this kingdom, upon paying the same duties of tonnage as are paid by British vessels, in which case such vessels, not having British registers, shall pay the like rates of pilotage only as are payable by vessels having British registers. Such surplus rate chargeable upon unprivileged foreign vessels is to be paid to the collector of this Corporation's light duties at the Custom-house, Padstow.

Vessels taking a pilot on board to seaward of a line drawn from Pentyre Point to Gunver Head, but within a line from the Mouls to the Quays, are to pay 1*s.* per foot in addition to the foregoing rates.

Vessels taking a pilot within or to seaward of such last-mentioned line, are to pay 1*s.* 6*d.* per foot in addition to the said rates.

A pilot taken on board a vessel at sea shall be entitled to the following additional pay; viz.—

	£. *s.* *d.*
If at 3 leagues from the land	2 – –
„ 6 „ „	2 13 4
„ 10 „ „	4 – –

provided a clear understanding shall have been come to between him and the master that his services are accepted, and that he is to receive such additional pay, and the same shall have been recorded in the log-book of the pilot cutter, as well as in that of the vessel, and a certificate thereof shall have been given him by the master.

Vessels piloted from Padstow to sea, and returning in consequence of distress of weather, contrary winds, or accident, into the said port, within 36 hours from the time of their sailing from thence, are to be subjected to half pilotage only.

Pilots

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—OUTPORT DISTRICTS—*continued.*

Pilots detained on board of vessels performing quarantine, or detained under any other restrictions, or carried to sea, are to be paid 6*s.* per day until they shall return to Padstow, allowing a reasonable number of days for that purpose.

Pilots not boarding vessels before they shall have arrived abreast of the Inner Capstan shall not be entitled to demand or receive more than three-fourths of the pilotage for piloting a vessel from Stepper Point to Padstow; if not before they shall have arrived abreast of Gun Point, they shall not be entitled to demand or receive more than two-thirds of such pilotage; and if not before they shall have arrived abreast of St. Saviour's Point, they shall not be entitled to demand or receive more than one-half of such pilotage.

Rewards for assistance rendered by pilots to vessels in distress are to be determined by the Sub-commissioners of Pilotage.

Trinity House, London, 1 January 1853. *J. Herbert*, Secretary.

No. 5.—RETURN of the TOTAL AMOUNT received for PILOTAGE of VESSELS Into and Out of *Padstow.*

(1.)—INWARDS.

DISTANCES for which PILOTED, According to the different Distances in the Scale of Rates.		BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
FROM.	TO.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
			£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
Stepper Point -	Padstow - -	376	163 5 –	1	– 5 6	4	3 14 7	–	- - -	381	167 5 1
St. Saviour's Point -	Ditto - - -	1	1 10 –	–	- - -	–	- - -	–	- - -	1	1 10 –
Distance Money -	- - - -	1	– 11 –	–	- - -	–	- - -	–	- - -	1	– 11 –
		—	165 6 –	—	– 5 6	—	3 14 7	—	- - -	—	169 6 1

(2.)—OUTWARDS.

Padstow - -	Stepper Point -	157	39 9 11	1	– 2 9	2	– 17 1	–	- - -	160	40 9 9

PENZANCE DISTRICT.

Definition of Limits:—From the Lizard to Cape Cornwall, and *vice versâ*, and to and from, and into and out of, all Ports and Places within those Limits.

N. B.—No master of a vessel is compelled to take a pilot for Mount's Bay and Penzance within this district, until he comes within a line drawn from St. Clement's Isle to Trewavas Head.

Nos. 2 & 3.—RETURN of the NAMES and AGES of PILOTS licensed for the *Penzance* District.

NAME.	AGE.	LIMITS OF LICENCE.
Richard Pezzack - - -	62	From the Land's End to the Lizard, and in and out of all ports and places in Mounts Bay.
Thomas Carbis - - - -	45	
John Jago - - - -	57	
James John - - - -	56	
Jos. Jago - - - - -	65	
John George Roberts - -	33	From the Lizard to Cape Cornwall, and from Cape Cornwall to the Lizard, and to and from, and into and out of all ports and places within those limits.
Richard Boaze Kelymack - -	27	
Philip Calf Hill - - -	45	
Thomas John Ford - - -	32	
Thomas Pascoe Phillips - -	45	
Thomas Strick - - - -	38	
Richard Matthews - - -	38	
Thomas Pentreath - - -	46	
Benjamin Harvey - - -	42	
Charles Pezzack - - -	36	

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—OUTPORT DISTRICTS—*continued.*

No. 4.—RETURN of the RATES of PILOTAGE for piloting Ships within the *Penzance* District.

FROM	TO	7 Feet and under.	8 to 10 Feet.	11 Feet.	12 Feet.	13 Feet.	14 Feet.	15 Feet.	16 Feet.	17 Feet.	18 Feet.	19 Feet.	20 Feet.	21 Feet.	22 Feet.
		s.	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*	*s.*
Sea, and *vice versâ*	Either of the roadsteads or piers in Mount's Bay	10	16	24	30	35	40	45	50	55	60	67	77	87	97
All roadsteads, and *vice versâ*	Either of the different piers in Mount's Bay	1 *s.* 6 *d.* per foot of the draught of water.													

Coasting vessels are to pay one-half only of the above rates.

Ships not having British registers are to pay one-fourth more than ships having British registers, except when such first-mentioned ships shall, by any order of Her Majesty's Most Honourable Privy Council, be privileged to enter the ports of this kingdom, upon paying the same duties of tonnage as are paid by British ships, in which case such ships and vessels not having British registers shall pay the like rates of pilotage only as are payable by ships having British registers; the said surplus rate, chargeable on unprivileged foreign vessels, is to be paid to the collector of this Corporation's light duties at the Custom-house, Penzance.

	£.	*s.*	*d.*
Boats and vessels boarded by pilots at a distance southward of the Bay—			
For putting a pilot on board without a line drawn from the Lizard to Tol Peden Penwith -	2	2	–
Ditto, within a line drawn from the Lizard to Tol Peden Penwith, and without a line drawn from Carn Dew to Pengwinion Point - - - - - - - - - - -	1	1	–
Ditto, within a line drawn from Carn Dew to Pengwinion Point, and without a line drawn from St. Clement's Isle to Trewavas Head - - - - - - - - - -	–	10	–
And within those limits, to be charged inwards only - - - - - - - - -	–	5	–

Trinity House, London, 1 January 1853. *J. Herbert*, Secretary.

No. 5.—RETURN of the TOTAL AMOUNT received for PILOTAGE of VESSELS Into and Out of *Penzance.*

(1.)—INWARDS.

DISTANCES for which PILOTED, According to the different Distances in the Scale of Rates.		BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
FROM.	TO.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
			£. *s.* *d.*		£. *s.* *d.*		£. *s.* *d.*		£. *s.* *d.*		£. *s.* *d.*
Sea - - -	Harbour - -	56	60 10 –	–	- - -	46	67 10 –	–	- - -	102	128 – –

(2.)—OUTWARDS.

Harbour - -	Sea - - -	54	54 – –	–	- - -	36	46 12 –	–	- - -	90	100 12 –

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—OUTPORT DISTRICTS—*continued.*

PLYMOUTH DISTRICT.

Definition of Limits:—To the Westward as far as Looe, and Eastward as far as the Start; and to and from, and into and out of, all Ports and Places within those Limits.

Nos. 2 & 3.—RETURN of the NAMES and AGES of PILOTS licensed for the *Plymouth* District.

NAME.	AGE.	LIMITS OF LICENCE.
William Bigrig	64	From Plymouth Sound, in and out of Hamoaze and Plymouth Pool and Catwater, in and out of Cawsand Bay. For the coast, to the westward as far as Looe, and eastward as far as the Start; and into and out of all ports and places within those limits.
James Hyde	59	
Thomas Brookes	57	
William Wallan	59	
George Williams	52	
Isaac Pearse	39	
William Hoppen	66	
John Parford	64	
James Hill	44	
John Eddy	58	
Richard Stibbs	52	
Charles Tucker	57	
Joseph Eddy	51	
Robert Williams	50	
John Hoppins	40	
William Glinn	40	
William Williams	42	
Samuel Lane	50	
Henry Buckingham	51	
James Stibbs	44	
Thomas Noble	32	
Samuel Hancock	44	
Edward Glynn	34	
Francis Collings	55	
Joel Treliven	40	
John Hooper Brooks	33	
William Parford	28	
Joseph Hoppin	35	
William Cullis	35	
John Glinn	25	
John Bunall Williams	25	
George Hoppins	26	
John Parford	65	

No. 4.—RETURN of the RATES of PILOTAGE for piloting Ships within the *Plymouth* District.

	To Cawsand Bay and vice versâ.		To Plymouth Sound and vice versâ.		To Catwater and vice versâ.		To Sutton Pool and vice versâ.		To Hamoaze and vice versâ.		To Mill Bay and vice versâ.		To Yealm River and vice versâ.		To Salcombe and vice versâ.	
	14 Feet and upwards.	Under 14 Feet.	14 Feet and upwards.	Under 14 Feet.	14 Feet and upwards.	Under 14 Feet.	14 Feet and upwards.	Under 14 Feet.	14 Feet and upwards.	Under 14 Feet.	14 Feet and upwards.	Under 14 Feet.	14 Feet and upwards.	Under 14 Feet.	14 Feet and upwards.	Under 14 Feet.
From an imaginary line drawn from the Mew Stone to Penlee Point:	Per Ft. s. d.	Per Ft. s. d.	Per Ft. s. d.	Per Ft. s. d.	Per Ft. s. d.	Per Ft. s. d.	Per Ft. s. d.	Per Ft. s. d.	Per Ft. s. d.	Per Ft. s. d.	Per Ft. s. d.	Per Ft. s. d.	Per Ft. s. d.	Per Ft. s. d.	Per Ft. s. d.	Per Ft. s. d.
On ships boarded or quitted without those limits	2 6	2 –	3 –	2 6	5 –	4 –	5 –	4 –	5 –	4 –	5 –	4 –	4 –	3 –	4 –	3 –
On ships boarded or quitted within those limits	2 –	1 6	2 6	2 –	4 –	3 –	4 –	3 –	4 –	3 –	4 –	3 –	3 –	2 6	3 –	2 6
Cawsand Bay	–	–	3 6	2 6	3 6	2 6	3 6	2 6	3 6	2 6	3 6	2 6	—	—	—	—
Plymouth Sound	–	–	–	–	3 6	2 6	3 6	2 6	3 6	2 6	3 6	2 6	—	—	—	—
Catwater	–	–	–	–	–	–	1 6	1 6	3 6	2 6	3 6	2 6	—	—	—	—
Sutton Pool	–	–	–	–	–	–	–	–	3 6	2 6	3 6	2 6	—	—	—	—
Hamoaze	–	–	–	–	–	–	–	–	–	–	3 6	2 6	—	—	—	—

All ships drawing less than eight feet of water are to pay the same amount of pilotage as if they were of that draught.

N.B.—By the 8th section of the Act 6 Geo. 4, cap. 125, ships returning by stress of weather, contrary winds, or on account of accident, into ports within the Plymouth District, are subject to pay half the common pilotage.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—OUTPORT DISTRICTS—*continued.*

DISTANCE PILOTAGE.

For every league without a line drawn from the Ram Head to the Mewstone, one quarter part of the rate of pilotage chargeable on the vessel from sea to the Sound, provided a clear understanding shall have been come to between the pilot and the master of the ship that the services of the former are accepted, and that he is to receive such additional pay, and the same shall have been recorded in the log-book of his pilot vessel, as well as in that of the ship, and he shall also have obtained a certificate thereof from the master.

Ships not having British registers are to pay one-fourth more than ships having British registers, except when such first-mentioned ships shall, by any Order of Her Majesty's Most Honourable Privy Council, be privileged to enter the ports of this kingdom, upon paying the same duties of tonnage as are paid by British ships; in which case such ships and vessels not having British registers, shall pay the like rates of pilotage only as are payable by ships having British registers; the said surplus rate chargeable upon unprivileged foreign vessels is to be paid to the collector of this Corporation's light duties at the Custom-house, Plymouth.

Should any ship above 17 feet water be boarded while the western land is open off the Ram Head, by one of the second-class pilots, and he runs the ship as far in as either of the buoys on the Panther or Shovel, and is there superseded by one of the first-class, he shall be entitled to one-third of the pilotage.

If a master choose to retain or employ a pilot whilst at anchor, the rate for the lay days is to be 7 *s.* 6 *d.* a day, not including the day coming in or going out.

Trinity House, London, 1 January 1853. *J. Herbert*, Secretary.

No. 5.—RETURN of the TOTAL AMOUNT received for PILOTAGE of VESSELS Into and Out of *Plymouth.*

(1.)—INWARDS.

DISTANCES for which PILOTED, According to the different Distances in the Scale of Rates.		BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS,	
		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
FROM.	TO.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
			£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
Sea	Sound	209	444 9 4	27	65 11 –	94	189 9 3	6	13 13 9	336	713 3 4
Sea	Catwater	37	114 – –	11	31 12 –	22	63 3 –	2	5 7 6	72	214 2 6
Sound	Ditto	5	11 2 9	3	9 5 6	2	4 4 3	–	– – –	10	24 12 6
Sea	Sutton Pool	27	64 1 6	5	28 4 –	31	86 1 10	–	– – –	63	178 7 4
Sound	Ditto	8	17 10 3	1	2 19 6	1	1 5 –	–	– – –	10	21 14 9
Sea	Hamoaze	19	77 12 9	13	44 13 –	9	35 12 –	2	9 2 –	43	166 19 9
Sound	Ditto	9	13 7 –	12	24 2 –	2	3 11 6	1	2 16 –	24	43 16 6
Catwater	Ditto	1	1 10 –	–	– – –	–	– – –	–	– – –	1	1 10 –
Sea	Mill Bay	12	26 13 4	18	43 10 –	4	10 2 –	1	1 7 6	35	81 12 10
Sound	Ditto	1	1 14 6	1	2 17 9	1	3 – –	–	– – –	3	7 12 3
Catwater	Ditto	1	1 12 6	–	– – –	1	1 6 3	–	– – –	2	2 18 9
Sea	Harbour	7	18 18 –	2	10 18 6	8	18 13 –	–	– – –	17	48 9 6
Sound	Ditto	2	7 5 –	–	– – –	3	8 9 –	–	– – –	5	15 14 –
		—	799 16 11	—	263 13 3	—	424 17 1	—	32 6 9	—	1,520 14 –

(2.)—OUTWARDS.

Sound	Sea	180	381 9 3	38	89 14 6	88	156 19 9	6	11 18 9	312	640 2 3
Catwater	Sea	38	86 3 9	9	20 14 3	28	53 1 9	2	8 3 6	77	168 3 3
Ditto	Sound	7	15 10 –	9	16 11 6	1	4 10 –	1	2 19 6	18	39 11 –
Sutton Pool	Sea	20	37 11 9	7	17 3 9	33	59 17 –	5	10 – –	65	124 12 6
Ditto	Sound	–	– – –	2	3 6 3	2	2 5 –	–	– – –	4	5 11 3
Hamoaze	Sea	17	51 11 6	13	42 11 –	7	13 13 –	2	7 2 9	39	114 18 3
Ditto	Sound	–	– – –	4	7 11 –	–	– – –	–	– – –	4	7 11 –
Mill Bay	Sea	9	19 7 6	24	56 16 6	5	7 2 –	4	5 16 –	42	89 2 –
Ditto	Sound	1	1 2 6	–	– – –	1	1 – –	–	– – –	2	2 2 6
Harbour	Sea	3	6 – –	3	11 4 6	3	5 4 –	–	– – –	9	22 8 6
		—	598 16 3	—	265 13 3	—	303 12 6	—	46 – 6	—	1,214 2 6

POOLE DISTRICT.

Definition of Limits:—From Christchurch inclusive to St. Alban's Head, and *vice versâ*, and to and from, and into and out of, all Ports and Places within those Limits.

Nos. 2 & 3.—RETURN of the NAMES and AGES of PILOTS licensed for the *Poole* District.

NAME.	AGE.	LIMITS OF LICENCE.
Samuel Wear Hart	53	From Christchurch, inclusive, to St. Alban's Head, and from St. Alban's Head to Christchurch; and to and from, and into and out of, all ports and places within those limits.
James Hart	47	
William Palmer	53	
John Willis	46	
William King	41	
George Cains	44	
Thomas Harvey, jun.	68	
John Filsed, jun.	69	
John Gerrard King	30	
William Hixton	52	
John Stone	30	
Samuel Hart	30	
William Blundell	32	
R. Blundell	68	

No. 4.—RETURN of the RATES of PILOTAGE for the *Poole* District.

For the pilotage of any vessel from Studland Bay to Poole Quay, 3*s.* per foot draught of water.

For the pilotage of any vessel from Studland Bay to Brownsea, two-thirds of the above.

For the pilotage of any vessel from St. Alban's or Christchurch Heads to Poole Quay, 4*s.* per foot, and in proportion from those Heads to Brownsea, &c.

For the pilotage of any vessel from any place between either of the said Heads and Studland Bay to Poole Quay, 3*s.* 6*d.* per foot, and in proportion from the said places to Brownsea, &c.

For the pilotage of any vessel not bound to Poole, the master whereof chooses to employ a pilot from sea into Studland Bay, to stop there for tide or for shelter, 1*s.* 6*d.* per foot.

For the pilotage of any vessel outwards, the same rate as the foregoing.

Vessels not having British registers are to pay one-fourth more than vessels having British registers, except when such first-mentioned vessels shall, by any order of Her Majesty's Most Honourable Privy Council, be privileged to enter the ports of this kingdom upon paying the same duties of tonnage as are paid by British vessels, in which case such vessels not having British registers are to pay the like rates of pilotage only as are paid by British vessels; such surplus rate of pilotage, chargeable upon unprivileged foreign vessels, is to be paid to the collector of this Corporation's light dues at the Custom-house, Poole.

The pilot having charge of any ship or vessel lying in Studland Bay, the master whereof may require him to remain on board for security, shall be entitled to 7*s.* 6*d.* per day for the time he is so required to remain, provided such ship or vessel be not afterwards piloted by him into Poole Harbour.

The pilot of any vessel shall, if required by the owner or master only, provide a boat, with four men, to attend her from Stakes to the Quay or from the Quay to Stakes, to tow her in or out, or to carry out ropes on shore or to the buoys, as may be necessary, for which service they shall be paid the sum of 10*s.*

The pilots shall at all times, when required by the master or owner, lend their assistance to work any vessel to or from the Quay into or out of the harbour, for which service they shall be paid as follows, viz.: For working a vessel to or from the bay, 5*s.*; to or from Brownsea, 3*s.*; and to or from Stakes, 2*s.* per man; and the same for the boat they attend in; and 4*s.* per day each man if detained on board after the first day.

Coasting vessels are to pay two-thirds of the above rates of pilotage.

Trinity House, London, 1 January 1835. *J. Herbert*, Secretary.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—OUTPORT DISTRICTS—*continued.*

No. 5.—RETURN of the TOTAL AMOUNT received for PILOTAGE of VESSELS Into and Out of *Poole.*

(1.)—INWARDS.

DISTANCES for which PILOTED, According to the different Distances in the Scale of Rates.		BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
FROM.	TO.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
			£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
Bar - - -	Poole - - -	262	284 11 6	7	9 4 6	19	30 15 -	1	1 19 -	289	326 10 -
Sea - - -	Ditto - - -	52	65 18 6	2	2 10 -	9	17 17 6	1	1 16 -	64	88 2 -
Sea - - -	Bar - - -	2	1 18 -	-	- - -	-	- - -	-	- - -	2	1 18 -
Sea - - -	Swanage - -	3	2 14 6	-	- - -	-	- - -	-	- - -	3	2 14 6
Sea - - -	Brownsea - -	1	1 16 -	-	- - -	-	- - -	-	- - -	1	1 16 -
		—	356 18 6	—	11 14 6	—	48 12 6	—	3 15 -	—	421 - 6

(2.)—OUTWARDS.

Poole - - -	Bar - - -	211	218 17 -	-	- - -	12	16 19 -	1	1 13 -	224	237 9 -
Ditto - - -	Sea - - -	46	46 15 -	-	- - -	5	6 1 6	-	- - -	51	52 16 6
Brownsea - -	Sea - - -	1	1 16 -	-	- - -	-	- - -	-	- - -	1	1 16 -
Ditto - - -	Bar - - -	1	- 16 -	-	- - -	-	- - -	-	- - -	1	- 16 -
Poole - - -	Swanage - -	2	1 7 -	-	- - -	-	- - -	-	- - -	2	1 7 -
		—	269 11 -	—	- - -	—	23 - 6	—	1 13 -	—	294 4 6

PORTMADOC DISTRICT.

Definition of Limits:—From Sea into the Harbour of Portmadoc, and from the said Harbour to Sea.

Nos. 2 & 3.—RETURN of the NAMES and AGES of PILOTS licensed for the *Portmadoc* District.

NAME.	AGE.	LIMITS OF LICENCE.
John Williams - - - -	45	From sea into the harbour of Portmadoc, and from the said harbour to sea.
Robert Humphreys - - -	57	
Robert Richards - - -	56	
Richard Roberts - - -	60	
John James - - - -	54	
Evan Morris - - - -	51	
John Jones - - - -	44	

No. 4.—RETURN of the RATES of PILOAGE for piloting Ships within the *Portmadoc* District.

The rate of pilotage on British vessels entering the port with a cargo, and leaving with the same, 4*d.* per ton on the register tonnage.

The rate of pilotage on British vessels entering the port in ballast (or with limestone), and leaving the port with a cargo, 3½ *d.* per ton register tonnage.

The rate of pilotage on British vessels entering the port in ballast, 2*d.* per ton register tonnage.

Vessels

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—OUTPORT DISTRICTS—*continued.*

Vessels partly laden with coals are to be considered as in ballast, provided the quantity of coals on board do not exceed one-half their register tonnage, and that they have no other cargo on board.

One penny per ton extra shall be chargeable upon British vessels coming from foreign ports.

In case a vessel be boarded inside the Black Buoy, or at Pwllglemymor, the rate of pilotage is to be 1*d.* per ton less than the aforegoing.

Note.—In case a pilot be detained on board a vessel at the Stidwall's Road, or in the Bay, he is to be paid at the rate of five shillings per day, after the first twenty-four hours; and also to be paid his travelling expenses, if he be ordered to join the vessel at Stidwall's Road.

Ships not having British registers are to pay one-fourth more than ships having British registers, except when such first-mentioned ships shall, by any order of Her Majesty's Most Honourable Privy Council, be privileged to enter the ports of this kingdom, upon paying the same duties of tonnage as are paid by British ships, in which case such ships and vessels not having British registers shall pay the like rates of pilotage only as are payable by ships having British registers; such surplus rate, chargeable on unprivileged foreign vessels, is to be paid to the collector of this Corporation's light duties at the Custom-house, Portmadoc.

Trinity House, London, 1 January 1853. *J. Herbert*, Secretary.

No. 5.—RETURN of the TOTAL AMOUNT received for PILOTAGE of VESSELS Into and Out of *Portmadoc.*

(1.)—INWARDS.

DISTANCES for which PILOTED, According to the different Distances in the Scale of Rates.		BRITISH VESSELS				FOREIGN VESSELS.				TOTALS.	
		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
FROM.	TO.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
			£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
Sea - - -	Port - - -	423	175 11 7	1	- 15 -	2	3 1 3	-	- - -	426	179 7 10

(2.)—OUTWARDS.

Port - - -	Sea - - -	426	180 6 5	1	- 15 -	2	3 1 3	-	- - -	429	184 2 8

ROCHESTER DISTRICT.

Nos. 2 & 3.—RETURN of the NAMES and AGES of PILOTS licensed for the *Rochester* District.

NAME.	AGE.	LIMITS OF LICENCE.
Brown, Thomas Jas. - - -	45	From the Nore down the River of Thames and the North and South Channels, and round the Long Sand Head into the Downs, and in and out of Harwich Harbour; also for the navigation at the back of the Goodwin Sands, round the South Sand Head into the Downs, and into Ramsgate Harbour; also from the Nore, up the River Medway to Chatham, and *vice versâ*, and from the Nore up the River of Thames to Gravesend.
Milbank, William - - -	66	

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—OUTPORT DISTRICTS—*continued.*

No. 5.—RETURN of the TOTAL AMOUNT received for PILOTAGE of VESSELS Into and Out of *Rochester.*

(1.)—INWARDS.

DISTANCES for which PILOTED, According to the different Distances in the Scale of Rates.		BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
FROM.	TO.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
			£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
Sheerness - -	Chatham - -	1	2 14 –	7	21 14 10	5	12 10 –	2	6 19 9	15	43 18 7
Sea - - -	Sheerness - -	–	- - -	–	- - -	3	11 7 –	2	3 12 6	5	14 19 6
Sea - - -	Chatham - -	–	- - -	–	- - -	1	3 18 –	1	3 7 6	2	7 5 6
Sea - - -	Faversham - -	–	- - -	–	- - -	1	4 13 9	–	- - -	1	4 13 9
Transporting - -	- - - - -	1	1 1 –	–	- - -	1	1 11 6	–	- - -	2	2 12 6
		—	3 15 –	—	21 14 10	—	34 – 3	—	13 19 9	—	73 9 10

VESSELS CHANGING.

	Number of Vessels.	Amount for Pilotage above Sheerness.	Total Vessels.	Total Amount.
		£. s. d.		£. s. d.
Return of the amount paid by such vessels as have, before reaching the limits of pilotage water, to take or pay for two or more pilots, with the number of vessels paying the same - - -	12	37 6 4	12	37 6 4

(2.)—OUTWARDS.

Sheerness - -	Sea - - -	–	- - -	2	17 13 4	4	33 14 3	1	5 2 –	7	56 9 7
Chatham - -	Sea - - -	–	- - -	1	8 2 6	–	- - -	–	- - -	1	8 2 6
Sheerness - -	Sunk Light - -	–	- - -	–	- - -	2	16 9 –	–	- - -	2	16 9 –
Chatham -	Sheerness - -	–	- - -	1	2 5 –	–	- - -	–	- - -	1	2 5 –
Ditto - - -	Sunk Light - -	–	- - -	–	- - -	3	18 9 –	–	- - -	3	18 9 –
Sheerness - -	Yarmouth - -	1	3 15 –	–	- - -	–	- - -	–	- - -	1	3 15 –
Transporting - -	- - - - -	–	- - -	–	- - -	1	1 11 6	–	- - -	1	1 11 6
		–	3 15 –	–	28 – 10	–	70 3 9	–	5 2 –	—	107 1 7

VESSELS CHANGING.

	Number of Vessels.	Amount for Pilotage below Sheerness.	Total Vessels.	Total Amount.
		£. s. d.		£. s. d.
Return of the amount paid by such vessels as have, before reaching the limits of pilotage water, to take or pay for two or more pilots, with the number of vessels paying the same.	5	34 6 1	5	34 6 1

RYE DISTRICT.

Definition of Limits:—Into and out of the Port and Harbour of Rye, and along the Coast between Dungeness and Beachy Head, and to and from all Anchorages and Places within those Limits.

Nos. 2 & 3.—RETURN of the NAMES and AGES of PILOTS licensed for the *Rye* District.

NAME.	AGE.	LIMIT OF LICENCE.
Edward White - - - -	45	Into and out of the port and harbour of Rye, and along the coast between Dungeness and Beachy Head; and to and from all anchorages and places within those limits.
James Curd - - - -	45	
George Rulie, jun. - - -	62	

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—OUTPORT DISTRICTS—*continued.*

No. 4.—RETURN of the RATES of PILOTAGE for piloting Ships Into and Out of the Harbour of *Rye.*

	To the Pier, and vice versâ.	To the Town, and vice versâ.
	s. d.	*s. d.*
For vessels drawing 8 feet water and under - - -	1 9 per foot	2 3 per foot.
Ditto - - more than 8 feet and not exceeding 10 feet	2 3 „	2 9 „
Ditto - - - ditto 10 - - ditto - - 13 „	3 – „	3 6 „
Ditto - - more than 13 feet - - - - -	4 – „	—

Wind-bound vessels entering the port are to be subject to two-thirds only of the above rates

Vessels towed by steam-tugs are also to be subject to two-thirds only of the above rates.

Ships taken charge of in distress are to pay according to circumstances, to be settled by the sub-commissioners.

Ships not having British registers are to pay one-fourth more than ships having British registers, except when such first-mentioned ships shall, by any order of Her Majesty's Most Honourable Privy Council, be privileged to enter the ports of this kingdom, upon paying the same duties of tonnage as are paid by British ships, in which case such ships and vessels not having British registers shall pay the like rates of pilotage only as are payable by ships having British registers; such surplus rate of pilotage, chargeable on unprivileged foreign vessels, is to be paid to the collector of this Corporation's light dues at the Custom-house, Rye.

Note.—By the 73d section of the Act of Parliament 6 Geo. 4, c. 125, pilots are made liable to a heavy penalty for "employing or requiring the employment of any boat, &c., beyond what is necessary."

Trinity House, London, 1 January 1853. *J. Herbert,* Secretary.

No. 5.—RETURN of the TOTAL AMOUNT received for PILOTAGE of VESSELS Into and Out of *Rye.*

(1.)—INWARDS.

DISTANCES for which PILOTED, According to the different Distances in the Scale of Rates.		BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
FROM.	TO.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
			£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
Sea - - -	Town - - -	9	7 18 10	35	36 12 –	6	5 8 8	11	9 18 2	61	59 17 8
Sea - - -	Pier - - -	4	5 11 3	26	28 17 2	1	1 13 –	1	– 15 –	32	36 16 5
		13	13 10 1	61	65 9 2	7	7 1 8	12	10 13 2	93	96 14 1

(2.)—OUTWARDS.

Town - - -	Sea - - -	3	1 18 3	27	16 10 10	2	1 7 –	4	2 11 –	36	22 7 1
Pier - - -	Sea - - -	2	2 5 3	23	11 8 2	1	– 7 –	1	– 11 3	27	14 11 8
		—	4 3 6	—	27 19 –	—	1 14 –	—	3 2 3	—	36 18 9

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—OUTPORT DISTRICTS—*continued.*

SCILLY DISTRICT.

Definition of Limits:—To and from, and into and out of, all Ports and Places in and about the Islands of Scilly.

Nos. 2 & 3.—RETURN of the NAMES and AGES of PILOTS licensed for the *Scilly* District.

NAME.	AGE.	LIMITS OF LICENCE.
Jacob Deason	35	To and from, and into and out of, all ports and places in and about the Islands of Scilly.
Obadiah Hicks	53	
Francis Nance	54	
Robert Pender	53	
William Nicholls	44	
Timothy Pender	59	
Hugh Hicks, jun.	60	
Robert Ashford	44	
Abraham Stevens	52	
Martin Ellis	41	
John Jenkins	42	
William Jenkin	39	
Wm. H. Woodcock	54	
James Jenkin	52	
Benjamin W. Hicks	35	
James Stediford	44	
Francis Hicks	38	
William Pender	45	
Thomas Duff	54	
Jonathan Hicks	52	
Israel Hicks	55	
Walter Legg	49	
Israel Odger	50	
John Ellis (2d)	45	
Thos. Ashford Goddard	35	
Walter Hicks	31	
Walter Hicks (2d)	35	
Stephen Jenkins	34	
Thomas Ashford	34	

No. 4.—RETURN of the RATES of PILOTAGE for piloting Vessels within the *Scilly* District, on Vessels from or bound to Foreign Ports.

	£.	s.	d.		£.	s.	d.		£.	s.	d.
Of 60 tons and under	2	2	–	Of 350 tons	6	–	6	Of 630 tons	10	3	6
70 tons	2	4	6	360 „	6	1	6	640 „	10	6	–
80 „	2	7	–	370 „	6	2	6	650 „	10	8	6
90 „	2	9	6	380 „	6	3	6	660 „	10	11	–
100 „	2	12	6	390 „	6	4	6	670 „	10	13	6
110 „	2	15	10	400 „	6	6	–	680 „	10	16	–
120 „	2	19	2	410 „	6	10	–	690 „	10	18	6
130 „	3	2	6	420 „	6	14	–	700 „	11	1	–
140 „	3	5	10	430 „	6	18	–	710 „	11	3	–
150 „	3	9	2	440 „	7	2	–	720 „	11	5	–
160 „	3	12	6	450 „	7	6	–	730 „	11	7	–
170 „	3	15	10	460 „	7	10	–	740 „	11	9	–
180 „	3	19	2	470 „	7	14	–	750 „	11	11	–
190 „	4	2	6	480 „	7	18	–	760 „	11	13	–
200 „	4	4	–	490 „	8	2	–	770 „	11	15	–
210 „	4	7	4	500 „	8	6	–	780 „	11	17	–
220 „	4	10	8	510 „	8	9	–	790 „	11	19	–
230 „	4	14	–	520 „	8	12	–	800 „	12	1	–
240 „	4	17	4	530 „	8	15	–	810 „	12	2	6
250 „	5	–	8	540 „	8	18	–	820 „	12	4	–
260 „	5	4	–	550 „	9	1	–	830 „	12	5	6
270 „	5	7	4	560 „	9	4	–	840 „	12	7	–
280 „	5	10	8	570 „	9	7	–	850 „	12	8	6
290 „	5	14	–	580 „	9	10	–	860 „	12	10	–
300 „	5	15	6	590 „	9	13	–	870 „	12	11	6
310 „	5	16	6	600 „	9	16	–	880 „	12	13	–
320 „	5	17	6	610 „	9	18	6	890 „	12	14	6
330 „	5	18	6	620 „	10	1	–	900 „	12	16	–
340 „	5	19	6								

And an additional 1*s.* for every 10 tons above 900.

On

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—OUTPORT DISTRICTS—*continued*.

On COASTING VESSELS.

	£.	s.	d.		£.	s.	d.		£.	s.	d.
Of 60 tons and under -	1	–	–	Of 150 tons - - -	2	2	6	Of 230 tons - - -	3	2	6
70 tons - - -	1	2	6	160 „ - - -	2	5	–	240 „ - - -	3	5	10
80 „ - - -	1	5	–	170 „ - - -	2	7	6	250 „ - - -	3	9	2
90 „ - - -	1	7	6	180 „ - - -	2	10	–	260 „ - - -	3	12	6
100 „ - - -	1	10	–	190 „ - - -	2	11	–	270 „ - - -	3	15	10
110 „ - - -	1	12	6	200 „ - - -	2	12	6	280 „ - - -	3	19	2
120 „ - - -	1	15	–	210 „ - - -	2	15	10	290 „ - - -	4	2	6
130 „ - - -	1	17	6	220 „ - - -	2	19	2	300 „ - - -	4	4	–
140 „ - - -	2	–	–								

And in proportion for a greater tonnage.

The above rates are for the whole service, in and out; but any pilot employed to conduct a vessel inwards only is to be entitled to receive two-thirds of the said rates, if discharged by the master, the vessel having been properly moored in one of the regular harbours.

Ships not having British registers are to pay one-fourth more than ships having British registers, except when such first-mentioned ships shall, by any order of Her Majesty's Most Honourable Privy Council, be privileged to enter the ports of this kingdom, upon paying the same duties of tonnage as are paid by British ships; in which case such ships and vessels not having British registers shall pay the like rates of pilotage only as are payable by ships having British registers. Such surplus rate, chargeable on unprivileged foreign vessels, is to be paid to the collector of this Corporation's light duties at the Custom-house, Scilly.

Trinity House, London, 1 January 1853. *J. Herbert*, Secretary.

No. 5.—RETURN of the TOTAL AMOUNT received for PILOTAGE of VESSELS Into and Out of *Scilly*.

(1.)—INWARDS.

DISTANCES for which PILOTED, According to the different Distances in the Scale of Rates.		BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
FROM.	TO.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
			£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
Sea - - -	Harbour - -	142	211 6 4	3	11 2 –	56	102 11 2	—	- - -	201	324 19 6

(2.)—OUTWARDS.

Harbour - -	Sea - - -	127	182 4 4	2	4 12 –	56	104 11 6	—	- - -	185	291 7 10

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—OUTPORT DISTRICTS—*continued.*

SHOREHAM DISTRICT.

Definition of Limits:—From Brighthelmstone (exclusive) westward to the Owers, and from the Owers eastward to Brighthelmstone (exclusive), and to and from, and into and out of, all Ports and Places within those Limits.

Nos. 2 & 3.—RETURN of the NAMES and AGES of PILOTS licensed for the *Shoreham* District.

NAME.	AGE.	LIMITS OF LICENCE.
John Merrix	53	From sea into the port of Shoreham, and from the port of Shoreham to sea, and backward and forward within the said port, and on the coast from Brighthelmstone exclusive, westward to the Owers, and from the Owers eastward to Brighthelmstone exclusive, and into and out of all anchorages within those limits, except the port of Arundel.
John Bartley	55	
William Parish	53	
George Courtney	46	
James Page	51	
George Brazier	59	
Francis Child	46	
Thomas Matthews	57	
William Courtney	45	
Robert Brazier	44	
Gad Juniper	39	
Cornelius Perrin	46	From the Selsea Bill to the west end of the Owers, and for the neighbourhood of the Owers within and without the San as near the same and the Park; and to continue in charge, from the Owers into Spithead, of all ships and vessels that have sailed from the Park, or which he may have had charge of when in distress in the neighbourhood of the Owers, the commanders consenting thereto.
James Lawrence	43	
Philip Lawrence	48	
William Legg	40	

No. 4.—RETURN of the RATES of PILOTAGE for the *Shoreham* District.

HARBOUR PILOTAGE.

	s.	*d.*	
On vessels drawing 8 feet water, and under	1	6	per foot.
Ditto more than 8 feet, and not exceeding 10 feet	1	9	„
Ditto ditto 10 feet	3	–	„

The above rates are payable both inwards and outwards; but vessels inward-bound, not boarded until they are within the bar at the entrance of the harbour, are to be charged only one-fourth thereof.

No charge whatever is to be made for the use of pilot boats.

The aforegoing rates are subject to a reduction of one-third in respect of all vessels towed by steam-tugs.

Ships going into Shoreham, and unloading near the Harbour's mouth, are to be subject to half pilotage only; but if such ships are afterwards removed by pilots to any dock or wharf near the town, for the purpose of taking in a cargo, the full pilotage is to be due.

Vessels not having British registers are to pay one-fourth more than vessels having British registers, excepting when such first-mentioned vessels shall, by any order of Her Majesty's Most Honourable Privy Council, be privileged to enter the ports of this kingdom upon paying the same duties of tonnage as are paid by British vessels; in which case, such vessels not having British registers are to pay the like rates of pilotage only as are payable by vessels having British registers. The said surplus rate of pilotage, chargeable on unprivileged foreign vessels, is to be paid to the collector of this Corporation's light dues at the Custom-house, Shoreham.

Note.—To take effect on 1st February 1853.

Trinity House, London, 1 January 1853. *J. Herbert,* Secretary.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—OUTPORT DISTRICTS—*continued.*

No. 5.—RETURN of the TOTAL AMOUNT received for PILOTAGE of VESSELS Into and Out of *Shoreham.*

(1.)—INWARDS.

DISTANCES for which PILOTED, According to the different Distances in the Scale of Rates.		BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
FROM.	TO.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
			£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
Sea - - -	Shoreham - -	60	57 9 9	455	539 - 6	9	7 - 9	15	15 9 2	539	619 - 2
Distance Money -	- - - - -	2	2 - -	-	- - -	-	- - -	-	- - -	2	2 - -
		—	59 9 9	—	539 - 6	—	7 - 9	—	15 9 2	—	621 - 2

(2.)—OUTWARDS.

Shoreham - -	Sea - - -	49	27 15 3	465	190 12 8	7	4 3 3	24	8 13 -	545	231 4 2
Distance Money -	Sea - - -	3	5 3 -	-	- - -	-	- - -	-	- - -	3	5 3 -
		-	32 18 3	-	190 12 8	-	4 3 3	-	8 13 -	—	236 7 2

SOUTHAMPTON DISTRICT.

Definition of Limits:—From Cowes Roads, Stokes Bay, the Motherbank, and Spithead, to all Ports and Places within the Southampton Water, and from all Ports and Places within the Southampton Water to Sea.

Nos. 2 & 3.—RETURN of the NAMES and AGES of PILOTS licensed for the *Southampton* District.

NAME.	AGE.	LIMITS OF LICENCE.
Richard Bowen - - - -	56	From Cowes Roads, Stokesbay, the Motherbank, or St. Helens, to Southampton, and from Southampton through the several channels and passages to sea.
John Faulkner - - - -	60	
Edwin Waters - - - -	33	
James Lebburn - - - -	48	
Nathaniel Robertson - - -	42	
Robert Hurst - - - -	54	
John Heathcote - - -	49	
Robert Pearce - - - -	41	
William Goodridge - - -	41	
James Ockelford - - -	50	
Chas. Edward Rawcliff - -	33	
James Bowyer - - - -	40	
John Nicholls - - - -	40	
William Seymour - - -	58	
Henry Nicholls - - - -	44	
James Purkis - - - -	60	
Charles Marsh - - - -	47	
William Bullmore - - -	36	
Edward Jurd - - - -	43	
George Tubbs - - - -	40	
James Penny - - - -	28	
William Waters - - -	34	
John Kitchen - - - -	64	From a line drawn from Eagle Hurst to the North West Buoy of the Brambles, to all ports and places within the Southampton Water, and *vice versâ.*
David Wild - - - -	37	
John Dibden - - - -	31	

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—OUTPORT DISTRICTS—*continued.*

No. 4.—RETURN of the RATES of PILOTAGE for the *Southampton* District.

From any place within the Isle of Wight to Southampton, Hamble, or Bursledon:

For vessels drawing 17 feet and under - - - - - - - - 2*s.* per foot.
For vessels drawing more than 17 feet - - - - - - - - 3*s.* „

From any place within the Isle of Wight to Eling, Redbridge, Northam, or Chapel, 1*s.* per foot more than the above rates.

If a vessel, inward-bound, be not boarded until she is E. N. E. of Calshot Castle, the pilot shall be entitled to only one-third of the rate of pilotage.

From Southampton to Sea:

For vessels drawing 17 feet and under - - - - - - - - 6*s.* per foot.
For vessels drawing more than 17 feet, and not exceeding 20 feet - - - 7*s.* „
For vessels drawing more than 20 feet - - - - - - - - 9*s.* „

Vessels belonging to the Port of Southampton are to pay one-half only of the above rates.

For removing vessels from one place to another within the Southampton Water, or within the Isle of Wight, the following rates, viz.:

From Southampton to Redbridge, Eling, Northam, or Chapel, and *vice versâ* - 1*s.* per foot;
From Southampton to Hamble, Bursledon, Leap, or Buckler's Hard, or Beaulieu, and *vice versâ* - - - - - - - - - - 1*s.* 6*d.* per foot;

and for any intermediate distance, a proportionate part of the above rates.

Ships not having British registers are to pay one-fourth more than ships having British registers, except when such first-mentioned ships shall, by any order of Her Majesty's Most Honourable Privy Council, be privileged to enter the ports of this kingdom, upon paying the same duties of tonnage as are paid by British ships; in which case, such ships and vessels not having British registers shall pay the like rates of pilotage only as are payable by ships having British registers. Such surplus rate of pilotage chargeable on unprivileged foreign vessels is to be paid to the collector of this corporation's light duties, at the Custom-house, Southampton.

If a master choose to retain or employ a pilot whilst at anchor, the rate for the lay days is to be 7*s.* 6*d.* per day, not including the day coming in or going out.

REGULATIONS.

As to Vessels bound from Southampton.

Portsmouth and Cowes pilots respectively are not to take charge of any vessel from Southampton, or any part of the Southampton Water, to sea, unless there shall not be any Southampton pilot ready to take charge of her.

As to Vessels bound to Southampton.

Southampton pilots may supersede in the charge of any vessel bound to Southampton, any Portsmouth pilot or Cowes pilot, when such vessel shall arrive at a line to be drawn from Eagle Hurst to the North-west Bramble Buoy, but after she has passed that line, the Portsmouth or Cowes pilot having her in charge shall not be supersedable, but may conduct her to her moorings.

All pilots licensed for the Portsmouth, Cowes, and Southampton districts, shall attend the sub-commissioners of the port for which they are licensed respectively upon the summons of such sub-commissioners, or the major part of them, to answer any charge which may be brought against such pilots respectively:—and Portsmouth and Cowes pilots respectively shall attend the sub-commissioners of the port of Southampton, upon summons by the said sub-commissioners, or the major part of them, to answer any charges which may be brought against such pilot for anything done, or omitted to be done, by the pilots so summoned respectively, in respect of vessels bound to or from the said port of Southampton.

Any Portsmouth or Cowes pilot who shall take charge of a vessel at any of the anchorages within the Isle of Wight, for the purpose of conducting her to Southampton, such pilot not having brought her in from sea, shall be entitled to one-third of the Southampton rate of pilotage if superseded by a Southampton pilot.

Trinity House, London, 1 January 1853. *J. Herbert*, Secretary.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—OUTPORT DISTRICTS—*continued.*

No. 5.—RETURN of the TOTAL AMOUNT received for PILOTAGE of VESSELS Into and Out of *Southampton.*

(1.)—INWARDS.

DISTANCES for which PILOTED, According to the different Distances in the Scale of Rates.		BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
FROM.	TO.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
			£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
Spithead	Southampton	32	53 19 6	9	17 10 –	11	13 2 –	12	24 19 –	64	109 10 6
Leap	Ditto	15	19 14 –	104	148 18 6	3	4 9 –	12	12 6 –	134	185 7 6
Brambles	Ditto	44	59 15 –	8	14 5 –	15	19 9 –	4	2 17 –	71	96 6 –
Calshot	Ditto	16	13 14 4	3	2 8 –	3	4 7 –	–	- - -	22	20 9 4
Stokes Bay	Ditto	1	1 4 –	4	6 10 6	–	- - -	–	- - -	5	7 14 6
Motherbank	Ditto	1	1 10 –	1	1 12 –	–	- - -	–	- - -	2	3 2 –
Cowes	Ditto	3	3 8 –	3	3 6 –	1	1 6 –	2	2 18 –	9	10 18 –
Portsmouth	Ditto	–	- - -	13	38 4 –	2	4 8 –	–	- - -	15	42 12 –
Sea	Ditto	9	47 18 –	18	68 4 6	25	101 11 6	2	7 2 6	54	224 16 6
Yarmouth	Ditto	–	- - -	1	1 4 –	–	- - -	–	- - -	1	1 4 –
Newtown	Ditto	1	1 10 –	–	- - -	–	- - -	–	- - -	1	1 10 –
Needles	Ditto	–	- - -	–	- - -	1	5 5 –	–	- - -	1	5 5 –
St. Helen's	Ditto	1	3 – –	–	- - -	–	- - -	–	- - -	1	3 – –
Portland	Ditto	–	- - -	1	4 – –	–	- - -	–	- - -	1	4 – –
Allum Point	Ditto	–	- - -	1	4 5 –	–	- - -	–	- - -	1	4 5 –
Into and out of place within the district		650	372 10 9	88	58 10 4	29	17 18 6	3	1 4 –	770	450 3 7
		—	578 3 7	—	368 17 10	—	171 16 –	—	51 6 6	—	1,170 3 11

(2.)—OUTWARDS.

Southampton	Spithead	3	7 10 –	6	11 7 –	–	- - -	1	1 4 –	10	20 1 –
Ditto	Nab	2	8 7 –	2	5 14 –	–	- - -	–	- - -	4	14 1 –
Ditto	Calshot	5	5 4 –	1	– 16 –	–	- - -	–	- - -	6	6 – –
Ditto	Yarmouth	1	1 12 –	–	- - -	1	2 4 –	–	- - -	2	3 16 –
Ditto	Stoke's Bay	–	- - -	3	6 7 –	–	- - -	–	- - -	3	6 7 –
Ditto	Brambles	6	4 8 –	–	- - -	–	- - -	–	- - -	6	4 8 –
Ditto	Needles	2	6 18 –	4	14 14 –	–	- - -	2	– 18 9	8	22 10 9
Ditto	Lymington	2	3 10 –	–	- - -	2	3 8 –	–	- - -	4	6 18 –
Ditto	Motherbank	–	- - -	1	2 14 –	–	- - -	–	- - -	1	2 14 –
Ditto	Beaulieu	–	- - -	1	– 12 –	–	- - -	–	- - -	1	– 12 –
Ditto	Cowes	3	2 12 –	2	2 4 –	–	- - -	–	- - -	5	4 16 –
Ditto	Sea	104	460 1 –	123	587 1 6	45	118 15 –	27	114 1 –	299	1,279 18 6
Calshot	Sea	1	1 8 –	–	- - -	–	- - -	–	- - -	1	1 8 –
Ditto	Lymington	–	- - -	–	- - -	1	1 7 –	–	- - -	1	1 7 –
Brambles	Sea	1	1 5 –	1	– 17 6	–	- - -	–	- - -	2	2 2 6
Ditto	Nab	1	1 2 6	–	- - -	–	- - -	–	- - -	1	1 2 6
Bursledon	Sea	–	- - -	–	- - -	1	1 15 –	–	- - -	1	1 15 –
Nab	Downs	–	- - -	1	4 – –	–	- - -	–	- - -	1	4 – –
		–	503 17 6	–	636 7 –	–	127 9 –	–	116 3 9	—	1,383 17 3

TEIGNMOUTH DISTRICT.

Definition of Limits:—From Lyme to Bob's Nose, and *vice versâ*, and Into and Out of all Ports and Places within those Limits, excepting the Harbour of Exmouth.

Nos. 2 & 3.—RETURN of the NAMES and AGES of PILOTS licensed for the *Teignmouth* District.

NAME.	AGE.	LIMIT OF LICENCE.
Thomas Gasking	49	From Lyme to Bob's Nose, and from Bob's Nose to Lyme, and to and from and into and out of all ports and places within those limits, except the harbour of Exmouth.
Stephen Matthews	41	
William Gilpin	37	
Robert Gilpin	39	
Henry Whiteway	47	
John Kemp Gilpin	45	
Thomas Stegens	43	
William Stegens	41	
Samuel Clarke	39	
Richard Ward	67	

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—OUTPORT DISTRICTS—*continued.*

No. 4.—RETURN of the RATES of PILOTAGE for Vessels Into and Out over *Teignmouth Bar.*

	COLLIERS AND COASTING VESSELS.							VESSELS FROM OR TO FOREIGN PORTS.			
	Tons.	—	Tons.	Rate per Foot Inwards.	Rate per Foot Outwards.	But not to exceed for each Vessel Inwards.	But not to exceed for each Vessel Outwards.	Rate per Foot Inwards.	Rate per Foot Outwards.	But not to exceed for each Vessel Inwards.	But not to exceed for each Vessel Outwards.
				s. d.	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*
If not exceeding, per register -	20		- -	1 –	– 6	5 –	2 6	1 3	– 8	6 –	3 –
If exceeding, per register -	20	And not exceeding	30	1 –	– 6	7 6	3 9	1 3	– 8	8 6	4 3
	30		40	1 2	– 7	10 –	5 –	1 5	– 9	12 –	6 –
	40		50	1 4	– 8	13 –	6 6	1 7	– 10	16 –	8 –
	50		60	1 6	– 9	16 –	8 –	1 10	– 11	20 –	10 –
	60		80	1 9	– 11	- -	- -	2 1	1 1		
	80		100	2 2	1 1	- -	- -	2 6	1 3		
	100		125	2 7	1 4	- -	- -	2 11	1 6		
	125		150	3 –	1 6	All by the foot draught of water, except as above stated, for vessels not exceeding 60 tons register.		3 4	1 8	All by the foot draught of water, except as above stated, for vessels not exceeding 60 tons register.	
	150		175	3 5	1 9			3 9	1 11		
	175		200	3 10	1 11			4 2	2 1		
	200		225	4 2	2 1			4 6	2 3		
	225		250	4 6	2 3			4 10	2 5		
	250		300	4 10	2 5			5 4	2 8		
	300		350	5 4	2 8			5 10	2 11		
	350		400	5 10	2 11	- -	- -	6 4	3 2		
	400		450	6 3	3 2	- -	- -	6 9	3 5		
	450		500	6 7	3 4	- -	- -	7 1	3 7		

Ships not having British registers are to pay one-fourth more than ships having British registers, except when such first-mentioned ships shall, by any Order of Her Majesty's Most Honourable Privy Council, be privileged to enter the ports of this kingdom, upon paying the same duties of tonnage as are paid by British ships; in which case, such ships and vessels not having British registers shall pay the like rates of pilotage only as are payable by ships having British registers; the said surplus rate chargeable on unprivileged foreign vessels is to be paid to the collector of light duties at the Custom-house, Teignmouth.

A pilot taken on board off the Bill of Portland, or the Start (which is optional to the master), is to receive beyond the pilotage from Bob's Nose to Lyme, as follows, viz.:—

For colliers and coasters - - - - - - - - - - 2 guineas.
For ships from foreign parts - - - - - - - - - - 3 guineas.

And proportionately for intermediate distances, provided that a clear understanding shall have been come to between him and the master that his services are accepted, and that he is to receive such additional pay, and the same shall have been recorded in the log-book of the ship as well as in that of the pilot vessel, and he shall have obtained a certificate thereof from the master.

No pilot shall consider his duty complete until he shall have moored the vessel under his charge to the satisfaction of the harbour-master, as well as the master or owner.

When a vessel is towed by a steam-vessel, two-thirds of the above rates only to be charged.

Pilots, if required by the master of a vessel (but not otherwise), are to provide a boat and crew, to assist over the bar, to a mooring berth, or to sea, for which he shall be paid, over and above the pilotage, 2 *s.* 6 *d.* for each man or oar employed for that purpose, and 2 *s.* 6 *d.* for the boat.

Trinity House, London, 1 November 1853. *J. Herbert*, Secretary.

No. 5.—RETURN of the TOTAL AMOUNT received for PILOTAGE of Vessels Into and Out of *Teignmouth.*

(1.)—INWARDS.

DISTANCES for which PILOTED, According to the different Distances in the Scale of Rates.		BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
FROM.	TO.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
			£. *s. d.*		£. *s. d.*		£. *s. d.*		£. *s. d.*		£. *s. d.*
Sea - - -	Harbour - -	319	298 4 10	82	108 – 10	1	1 15 5	1	– 13 10	403	408 14 11

(2.)—OUTWARDS.

Harbour - -	Sea - - -	243	127 5 6	92	56 3 10	2	1 14 3	1	– 14 –	338	185 17 7

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—OUTPORT DISTRICTS—*continued.*

WELLS DISTRICT.

Definition of Limits:—From Burnham Overy (exclusive) westward, to Morston Sluice (exclusive) eastward, and *vice versâ*, and Into and Out of the Harbour of Wells.

Nos. 2 & 3.—RETURN of the NAMES and AGES of PILOTS licensed for the *Wells* District.

NAME.	AGE.	LIMIT OF LICENCE.
Lewis Stacey	59	From Bunch and Overy (exclusive), westward to Morton Sluice (exclusive), eastward, and *vice versâ*, and into and out of the harbour of Wells.
Barber Field	55	
John Smith	76	
Richard Smith	45	
Matthew Wright	62	
Joseph Money	59	
Robert Allen	69	

No. 4.—RETURN of the RATES of PILOTAGE for the *Wells* District.

	s.	d.	
For vessels drawing less than 10 feet water	1	6	per foot.
For vessels drawing 10 feet and upwards	2	–	„

Ships not having British registers are to pay one-fourth more than ships having British registers, except when such first-mentioned ships shall, by any Order of Her Majesty's Most Honourable Privy Council, be privileged to enter the ports of this kingdom, upon paying the same duties of tonnage as are paid by British ships; in which case, such ships, not having British registers, are to pay the like rates of pilotage only as are payable by ships having British registers: the said surplus rate of pilotage chargeable upon unprivileged foreign vessels is to be paid to the collector of light dues at Wells.

Trinity House, London, 1 January 1853. *J. Herbert*, Secretary.

No. 5.—RETURN of the TOTAL AMOUNT received for PILOTAGE of VESSELS Into and Out of *Wells*.

(1.)—INWARDS.

DISTANCES for which PILOTED, According to the different Distances in the Scale of Rates.		BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
FROM.	TO.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
			£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
Sea	Harbour	54	34 14 –	–	– – –	–	– – –	–	– – –	54	34 14 –

(2.)—OUTWARDS.

Harbour	Sea	83	53 16 –	–	– – –	–	– – –	–	– – –	83	53 16 –

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—OUTPORT DISTRICTS—*continued.*

WEYMOUTH DISTRICT.

Definition of Limits.—From St. Alban's Head to Lyme, and *vice versâ*, and To and From and Into and Out of all Ports and Places within those Limits.

Nos. 2 & 3.—RETURN of the NAMES and AGES of PILOTS licensed for the *Weymouth* District.

NAME.	AGE.	LIMITS OF LICENCE.
William Smith	39	From St. Alban's Head to Lyme, and from Lyme to St. Alban's Head, and from Weymouth.
Edward Tizard	37	
John Perks	33	
Edward Way	29	
Thomas Way	35	
Nicholas Way	37	
Richard Way	27	
John Tizard	34	From Weymouth Harbour to the Roads or Bay, and from the Roads or Bay into the Harbour.
William Tizard	76	
William Grant	35	
George Pulsford	40	From St. Alban's Head to Lyme, and from Lyme to St. Alban's Head, and into and out of the Port of Lyme.
Robert Holmes	44	
George Clarke	30	

No. 4.—RETURN of the RATES of PILOTAGE for Piloting Ships within the *Weymouth* District.

FROM	INTO	Under 8 Feet.	From 8 Feet to 10 Feet.	Above 10 Feet.
		Per Foot.	Per Foot.	Per Foot.
		s. *d.*	*s.* *d.*	*s.* *d.*
A line drawn from Lulworth to the outer part of the Race or Shambles.	Weymouth or Portland Roads or Bay.	2 –	2 6	3 –
Weymouth or Portland Roads or Bay	Weymouth Harbour	2 –	2 6	3 –
Sea	Lyme Harbour	2 –	2 6	3 –

The same rate of pilotage to be paid outwards.

Ships not having British registers are to pay one-fourth more than ships having British registers, except when such first-mentioned ships shall, by any Order of Her Majesty's Most Honourable Privy Council, be privileged to enter the ports of this kingdom, upon paying the same duties of tonnage as are paid by British ships; in which case, such ships and vessels not having British registers shall pay the like rates of pilotage only as are payable by ships having British registers; the said surplus rate chargeable on unprivileged foreign vessels is to be paid to the collector of this corporation's light duties, at the Custom-house at Weymouth.

The pilot of any vessel shall, if required by the owner, or master only, provide a boat, with four men to attend her, from the Roads to the Quay, or from the Quay to the Roads, to tow her in or out, or carry ropes on shore, or to the posts, &c., as may be necessary, for which service each man is to be paid 4*s.* per tide; the owner of the boat to be paid the same as a man.

A pilot taken on board at sea shall be entitled to the following additional pay, provided a perfect understanding shall have been come to between him and the master of the vessel that his services are required, and that he is to receive such additional pay; and the same shall have been recorded in the log-book of his pilot cutter and in that of the vessel, and a certificate thereof shall have been given him by the master:—

From St. Alban's Head, or Bill of Portland, to off Bridport or Lyme		£. 2 2 –
If 3 leagues from the Limits of Weymouth, Bridport, or Lyme		3 3 –
6 ditto	ditto	4 4 –
10 ditto	ditto	6 6 –

Trinity House, London, 1 January 1853. *J. Herbert*, Secretary.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—OUTPORT DISTRICTS—*continued.*

No. 5.—RETURN of the TOTAL AMOUNT received for PILOTAGE of VESSELS Into and Out of *Weymouth.*

(1.)—INWARDS.

DISTANCES for which PILOTED, According to the different Distances in the Scale of Rates.		BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
FROM.	TO.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
			£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
Sea - - -	Weymouth and Portland Roads.	14	23 2 6	–	- - -	8	12 5 –	–	- - -	22	35 7 6
Weymouth and Portland Roads.	Harbour - -	59	77 3 –	4	4 18 –	23	31 16 3	–	- - -	86	113 17 3
Sea - - -	Lyme - - -	39	35 17 –	–	- - -	3	6 9 –	–	- - -	42	42 6 –
		—	136 2 6	—	4 18 –	—	50 10 3	—	- - -	—	191 10 9

(2.)—OUTWARDS.

Harbour - -	Weymouth and Portland Roads.	10	10 3 6	4	4 1 –	8	7 12 –	–	- - -	22	21 16 6
Weymouth and Portland Roads.	Sea - - -	6	11 3 –	–	- - -	6	8 17 6	–	- - -	12	20 – 6
Lyme - - -	Sea - - -	38	35 13 –	–	- - -	2	3 19 –	–	- - -	40	39 12 –
		—	56 19 6	—	4 1 –	—	20 8 6	—	- - -	—	81 9 –

WOODBRIDGE DISTRICT.

Definition of Limits:—From Sea over the Bar into Bawdsey Haven, and up the said Haven, and the River Deben, to Woodbridge, and *vice versâ.*

Nos. 2 & 3.—RETURN of the NAMES and AGES of PILOTS licensed for the *Woodbridge* District.

NAME.	AGE.	LIMITS OF LICENCE.
William Clarke - - - -	49	From Sea over the Bar into Bawdsey Haven, and up the said Haven, and the River Deben, to Woodbridge, and *vice versâ.*
James Watts - - - -	59	
Edward Passiful - - -	62	
Micah Frost - - - -	38	
Henry Newson, jun. - - -	47	
Thomas Newson - - -	38	
George Richardson - - -	58	
George Richardson, jun. - -	37	
Thomas Richardson, jun. - -	40	
William Smith - - - -	42	
Mark Taylor - - - -	27	
John Disbury - - - -	36	

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—OUTPORT DISTRICTS—*continued.*

No. 4.—RETURN of the RATES of PILOTAGE for Piloting Ships and Vessels within *Woodbridge* District.

	On Vessels not exceeding 10 Feet Draught of Water.	On Vessels exceeding 10 Feet Draught of Water.
	s. d.	*s. d.*
From Sea, over the Bar, to the entrance of the Haven, and *vice versâ* - -	– 10 per foot - -	1 2 per foot.
From the entrance of the Haven, up to Bowship Reach, and *vice versâ* -	– 6 „ - -	– 6 „
From the entrance of the Haven to Woodbridge Lower Quays, and *vice versâ*	1 4 „ - -	1 8 „
From - ditto - ditto - to Limekiln Quays, and *vice versâ* - -	1 7 „ - -	1 11 „
From - ditto - ditto - to Melton, and *vice versâ* - - - - -	1 10 „ - -	2 2 „

Vessels piloted from or to Bowship Reach are to pay 6*d.* per foot less than the above rates.

All vessels drawing less water than five feet to be chargeable with the same amount of pilotage as they would be if they drew five feet.

Ships not having British registers are to pay one-fourth more than ships having British registers, except when such first-mentioned ships shall, by any order of Her Majesty's Most Honourable Privy Council, be privileged to enter the ports of this kingdom, upon paying the same duties of tonnage as are paid by British ships; in which case, such ships and vessels not having British registers shall pay the like rates of pilotage only as are payable by ships having British registers; the said surplus rate of pilotage chargeable on unprivileged foreign vessels is to be paid to the collector of light dues at Woodbridge.

For shifting or removing vessels to or from Melton, Kingston, or the several quays, 2*s.* 6*d.* per vessel, for each time of removal; but if from quay to quay in the same dock, 1*s.* each time.

Trinity House, London, 1 January 1853. *J. Herbert*, Secretary.

No. 5.—RETURN of the TOTAL AMOUNT received for PILOTAGE of VESSELS Into and Out of *Woodbridge.*

(1.)—INWARDS.

DISTANCES for which PILOTED, According to the different Distances in the Scale of Rates.		BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
FROM.	TO.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
			£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
Bowships - -	Lower Quay -	99	32 – 6	–	- - -	–	- - -	–	- - -	99	32 – 6
Ditto - - -	Upper ditto -	108	41 4 3	–	- - -	–	- - -	–	- - -	108	41 4 3
Ditto - - -	Melton - -	72	28 5 4	–	- - -	–	- - -	–	- - -	72	28 5 4
Ditto - - -	Messergate - -	2	– 8 4	–	- - -	–	- - -	–	- - -	2	– 8 4
Harbour - -	Upper Quay -	8	4 7 10	–	- - -	–	- - -	–	- - -	8	4 7 10
Ditto - - -	Lower ditto - -	13	9 6 5	–	- - -	1	1 3 4	–	- - -	14	10 9 9
Sea - - -	Harbour - -	369	105 14 3	–	- - -	3	1 7 –	–	- - -	372	107 1 3
Distance Money -	- - - - -	–	- - -	–	- - -	2	5 5 –	–	- - -	2	5 5 –
		—	221 6 11	—	- - -	—	7 15 4	—	- - -	—	229 2 3

(2.)—OUTWARDS.

Melton - - -	Bowships - -	63	24 4 8	–	- - -	–	- - -	–	- - -	63	24 4 8
Upper Quay - -	Ditto - - -	99	32 11 10	–	- - -	–	- - -	–	- - -	99	32 11 10
Lower Quay - -	Ditto - - -	127	38 6 11	–	- - -	–	- - -	–	- - -	127	38 6 11
Ditto - - -	Harbour - -	10	5 7 11	–	- - -	1	– 9 4	–	- - -	11	5 17 3
Upper Quay - -	Ditto - - -	7	3 5 –	–	- - -	2	– 17 5	–	- - -	9	4 2 5
Messergate - -	Ditto - - -	1	– 9 4	–	- - -	–	- - -	–	- - -	1	– 9 4
Ditto - - -	Bowships - -	1	– 8 4	–	- - -	–	- - -	–	- - -	1	– 8 4
Harbour - -	Sea - - -	459	117 15 10	–	- - -	4	1 9 2	–	- - -	463	119 5 –
		—	222 9 10	—	- - -	—	2 15 11	—	- - -	—	225 5 9

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—OUTPORT DISTRICTS—*continued.*

YARMOUTH DISTRICT.

Definition of Limits:—From Yarmouth to and from the Dudgeon Light Vessel, and from Yarmouth to and from Orfordness; thence across the Kentish Knock to and from the Downs, and Into and Out of the several Harbours and Roadsteads within those Limits.

Nos. 2 & 3.—RETURN of the NAMES and AGES of PILOTS Licensed for the *Yarmouth* District.

NAME.	AGE.	LIMITS OF LICENCE.
William Cole	55	In and out of Yarmouth Harbour to the Roads, and through the different gatways to sea, and to and from sea through the gatways into Yarmouth Roads and Harbour.
Abel King	48	
Henry Leggett, jun.	58	
Edward Shaul	63	
James Woods	71	
Charles Leggett, jun.	60	
Henry Leggett	59	
Charles King	52	
Henry Randell, jun.	47	
John Canham	53	
John Salmon	44	
John Funney King	43	
Beny Bensley	55	
Richard Salmon	46	
Charles Leggett King	42	
Richard Woods	47	
Robert Moss	47	
Robert Newson	55	
John Whiley	52	
James Shaul Caher	48	
James Henry Shaul Leggett	43	In and out of Yarmouth Harbour to the Roads, and from Yarmouth Roads into the Harbour.
Isaac Johnson Shaul	60	
Robert Wood, jun.	40	
Edward Leggett	47	
Philip Newson	59	
Edward Leggett	50	
Robert Woods	65	
Benjamin Holt	36	
Richard Garwood	44	
Samuel Robert Jones Mackerell	46	
James Fish Wood	39	
James Shaul	45	
Robert John Whiteman Halfnight	40	
Charles Leggett	51	
Edward King	36	
William Copeman Turner	40	
Richard Leggett	47	
James Halfnight	65	
Robert Woods, jun.	46	
Robert or Richard Woods	50	
James Saimon	33	
Jeremiah King	30	
Thomas Ellis	60	From sea through the different gatways and channels into Yarmouth Roads, and from Yarmouth Roads through the different gatways and channels to sea.
Benjamin King	48	
George Warnes	61	
Joseph Sutton	58	
Barzilai Thompson	44	
Jacob Lamb	50	
Stephen Steel	45	

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—OUTPORT DISTRICTS—*continued.*

No. 4.—RETURN of the RATES of PILOTAGE, for Piloting Ships within the *Yarmouth* District.

The following Rates are to be chargeable on all Vessels taking Pilots on board, on and after the 15th day of August 1851.

FROM	TO	For Vessels not exceeding 11 Feet Draught of Water.	For Vessels exceeding 11 Feet, and not exceeding 14 Feet.	For Vessels exceeding 14 Feet.
		£. s. d.	£. s. d.	£. s. d.
The Dudgeon Light, its parallel of latitude, or the northward thereof.	Orfordness	5 – –	6 5 –	7 10 –
Smith's Knowl, Yarmouth, or Lowestoft.	Ditto	1 5 –	2 10 –	3 15 –
Southwold	Ditto	– 17 6	1 5 –	1 17 6
Note.—An addition of one-fifth is chargeable on the above rates, in case the pilot shall not conduct the vessel to any port or place westward of the Nore Light.				
The Dudgeon Light, its parallel of latitude, or the northward thereof.	Yarmouth Roads, either within or without the Sands.	2 10 –	3 12 –	6 – –
Ditto	Downs	10 10 –	12 – –	15 15 –
Smith's Knowl, Yarmouth, or Lowestoft.	Ditto	8 8 –	10 – –	12 12 –
Ditto	The entrance of the Gatways	1 – –	1 10 –	2 2 –
Orfordness	Ditto	1 – –	1 10 –	2 2 –
Sea	Yarmouth Roads, through any of the Channels.	4 *s.* per foot of the vessel's draught.		
Yarmouth Roads through any of the Channels.	Sea	2 *s.* 6 *d.* „	„	

No vessel to pay for less than 11 feet.

INTO AND OUT OF THE HARBOUR OF YARMOUTH.

				s.	*d.*	
Vessels drawing	8 feet water and under			1	6	per foot.
Vessels drawing above	8 feet water and under	9 feet		1	9	„
Vessels drawing	9 „	„	10 „	2	–	„
Ditto	10 „	„	11 „	2	3	„
Ditto	11 „	„	12 „	2	6	„
Ditto	12 „	„	13 „	2	9	„
Ditto	13 „	„	14 „	3	–	„
Ditto	14 „	„	15 „	3	6	„
Ditto	15 „	„	16 „	4	–	„

Note.—An additional 2 ½ per cent. is to be charged upon the above rates.

Ships not having British registers are to pay one-fourth more than ships having British registers, except when such first-mentioned ships shall, by any order of Her Majesty's Most Honourable Privy Council, be privileged to enter the ports of this Kingdom, upon paying the same duties of tonnage as are paid by British ships; in which case, such ships and vessels not having British registers shall pay the like rates of pilotage only as are payable by ships having British registers; the said surplus rate of pilotage chargeable on unprivileged foreign vessels is to be paid to the collector of light dues at Yarmouth.

Trinity House, London, 1 January 1853. *J. Herbert*, Secretary.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—OUTPORT DISTRICTS—*continued.*

No. 5.—RETURN of the TOTAL AMOUNT received for PILOTAGE of VESSELS Into and Out of *Yarmouth.*

(1.)—INWARDS.

DISTANCES for which PILOTED, According to the different Distances in the Scale of Rates.		BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
FROM.	TO.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
			£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
Sea - - -	Harbour - -	132	109 6 4	111	112 12 3	28	39 3 9	28	39 18 10	299	301 1 2
Roads - - -	Ditto - - -	102	82 3 3	122	139 13 1	27	23 17 9	47	59 1 4	298	304 15 5
Sea - - -	Roads - - -	54	143 17 9	7	11 9 -	99	250 17 6	16	35 18 -	176	442 2 3
Distance Money -	- - - - -	2	9 - -	1	1 10 -	1	- 18 -	-	- - -	4	11 8 -
		—	344 7 4	—	265 4 4	—	314 17 -	—	134 18 2	—	1,059 6 10

VESSELS CHANGING.

	No. of Vessels.	Amount for Pilotage. Within the Sands.	Amount for Pilotage. Without the Sands.	Total Vessels.	TOTAL AMOUNT.
		£. s. d.	£. s. d.		£. s. d.
Return of the amount paid by such vessels as have, before reaching the limits of pilotage water, to take or pay for two or more pilots, with the number of vessels paying the same - - - - -	16	36 10 -	- - -	32	71 3 3
	16	- - -	34 13 3		

(2.)—OUTWARDS.

Roads - - -	Sea - - -	160	154 7 6	2	1 16 6	90	130 10 9	11	15 2 6	203	301 17 3
Harbour - -	Roads - -	28	18 - 7½	58	51 19 7½	18	14 2 1	31	26 1 7½	135	110 3 11¼
Ditto - - -	Sea - - -	51	48 13 8½	99	94 1 1	19	19 19 10	36	35 5 -	205	197 19 7½
Smith's Knoll, Yarmouth or Lowestoft.	Downs - -	1	12 12 -	-	- - -	5	58 16 -	-	- - -	6	71 8 -
		—	233 13 10	—	147 17 2½	—	223 8 8	—	76 9 1½	—	681 8 10

VESSELS CHANGING.

	No. of Vessels.	Amount for Pilotage. Without the Sands.	Amount for Pilotage. Within the Sands.	Total Vessels.	TOTAL AMOUNT.
		£. s. d.	£. s. d.		£. s. d.
Return of the amount paid by such vessels as have, before reaching the limits of pilotage water, to take or pay for two or more pilots, with the number of vessels paying the same - - -	9	12 7 6	- - -	16	21 2 3
	7	- - -	8 14 9		

PORT OF ARUNDEL.

No. 1.—RETURN of all Bye-laws, Regulations, Orders, or Ordinances relating to Pilots or Pilotage now in force within the Jurisdiction of the Commissioners of the Port of *Arundel*; for the Year ending 31 December 1854.

We, the undersigned Commissioners appointed by or in pursuance of three several Acts of Parliament, one passed in the year of our Lord 1733, intituled, "An Act for erecting Piers in and for repairing and keeping in repair the Harbour of Littlehampton, called Arundel Port, in the County of Sussex;" another passed on the 30th day of April in the year of our Lord 1793, intituled, "An Act to explain and amend an Act made in the sixth year of the Reign of His late Majesty King George the Second, intituled, 'An Act for erecting Piers in, and for repairing and keeping in repair the Harbour of Littlehampton, called Arundel Port, in the County of Sussex, and for empowering the Commissioners acting under the said Act to improve the Navigation of the River Arun from the said Harbour to the Town of Arundel, in the said County;'" and another passed on the 22d day of June 1825, intituled, "An Act for the more effectual security of the Harbour of Littlehampton, called Arundel Port, in the County of Sussex;" and duly qualified for carrying the same Acts into execution,—having given the necessary notices for that purpose, do hereby, in pursuance of the powers in us vested in and by the said Acts of Parliament, and each and every of them, for the improvement and security of the navigation of the said River Arun, and for the security, safety and convenience of the ships and vessels coming into, or being, or lying in the same, and for the loading, unmooring, and mooring thereof, and for the effecting and preservation of the works made by virtue of the said Acts, and for the appointment, regulation, direction, and good conducting of the pilotage and pilots, and pilot boats, hoblers and helpers of ships or vessels into or out of, or whilst within the river, harbour, or port aforesaid, and for keeping clear and unincumbered the public piers, wharfs, quays, track, or path, and removing and preventing nuisances thereon, make the following

Rules, Bye-laws, Orders, and Regulations,

That is to say:—

1.—We do hereby order and direct that the person having the command of any ship or vessel of the burthen of 30 tons, according to her register, coming into or going out of this harbour, shall receive and take on board the said ship or vessel, on such ship or vessel so coming in or going out, one of the pilots of this port, for the purpose of bringing such ship or vessel safely into, or taking it safely out of this harbour, and in default thereof shall for every offence forfeit and pay the sum of 5 *l.*

12.—That every pilot who shall first reach a ship waiting for a pilot, shall be entitled to pilot in the same ship; and that if any other pilot shall afterwards get on board and pilot in the said ship, and receive the fee for the same, he shall be dismissed.

That every pilot shall take his appointment with him when he is about to pilot in any ship, and show the same to the captain, if demanded.

That every pilot shall receive 2*d.* per ton, according to the ship's register, for piloting vessels into this harbour, and 1*d.* per ton for piloting vessels out of the said harbour; but if such vessels go to or beyond Ford, then one-half more than those charges.

That if any pilot having reached or taken charge of any vessel coming into this port, shall, without the consent of the master, quit the same for the purpose of taking charge of or piloting any other ship, or for any other unnecessary or improper purpose, such pilot shall be dismissed.

That every pilot having charge of two vessels in the roads at one time, capable of being piloted into port the same tide, shall deliver one of the said vessels to the first pilot who shall offer to take charge of the same ship.

That if any pilot after having reached a vessel, shall quit her before such vessel shall have been brought up in the roads, or moored in the harbour, the next pilot who shall reach such vessel shall be entitled to take charge of and pilot in the same, notwithstanding the first pilot shall have left a person on board.

Given under the hands of the said Commissioners, at their meeting holden this 23d day of September, in the year of our Lord 1847.

(signed) *Dennett Hersee.* *Wm. Shaft.* *Robert Blake Duke.*
Jno. C. Tompkins. *Wm. Read.* *Charles Penfold.*
Fredk. Duke. *John P. Henly.* *Geo. Baker.*
Thos. Fry. *Thos. Marshall.* *Stephen D. Olliver.*
Thos. Boniface. *John Boniface.* *Robert French.*
George C. Coote.

Signed by all the said Commissioners, in the presence of

Rd. Holmes, Clerk to the said Commissioners.
Richard Holmes, Jun.

Nos. 2 & 3.—RETURN of the Names and Ages of all Pilots and Apprentices licensed or authorised to act by the Commissioners of the Port of *Arundel*, and of all Pilots or Apprentices acting mediately or immediately under such Commissioners, whether so licensed or not, with the Service for which each Pilot or Apprentice is licensed; for the Year ending 31 December 1854.

NAMES OF PILOTS.	Age on last Birthday.	Whether Licensed or Authorised.	Service for which Licensed or Authorised to Act.	APPRENTICES.
John Grant - - - -	60	Yes - -	During pleasure.	None.
John Harris - - - -	63	Yes - -	- - ditto.	
John Andrews - - -	64	Yes - -	- - ditto.	
George Winter - - -	31	Yes - -	- - ditto.	
Edward Winter - - -	38	Yes - -	- - ditto.	

PORT OF ARUNDEL—*continued.*

No. 4.—RETURN of the RATES of PILOTAGE now in force, including the Rates and Descriptions of all Charges upon Shipping made for or in respect of Pilots or Pilotage at the Port of *Arundel*; for the Year ending 31 December 1854.

The different Rates of Pilotage are stated in the Bye-laws, viz.: That every Pilot shall receive 2 *d.* per ton, according to the ship's register, for piloting vessels into this harbour; and 1 *d.* per ton for piloting vessels out of the harbour; but if such vessels go to or beyond Ford, then one half more than those charges.

No. 5.—RETURN of the TOTAL AMOUNT received for PILOTAGE of VESSELS Into and Out of the Port of *Arundel*, distinguishing the Amounts received from British Vessels and from Foreign Vessels respectively, and the several Amounts received in respect of Vessels paying different Rates of Pilotage, and the several Amounts received for the several Classes of Service rendered by Pilots, together with the Number of the Vessels of each of the Classes paying such Amounts as aforesaid; for the Year ending 31 December 1854.

(1.)—INWARDS.

DISTANCES for which PILOTED, According to the different Distances in the Scale of Rates.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
	COASTERS.				PRIVILEGED.		UNPRIVILEGED.			
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.					
	No. of Vessels.	Amount.	No. of Vessels.	Amount.	No. of Vessels.	Amount.	No. of Vessels.	Amount.	No. of Vessels.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Harbour (Littlehampton)	185	154 18 4	1	1 9 4	10	11 12 4	- -	- - -	196	168 - -
From Sea to Ford and beyond Ford	62	74 11 4	- -	- - -	3	4 15 6	- -	- - -	65	79 6 10
TOTAL	247	229 9 8	1	1 9 4	13	16 7 10	- -	- - -	261	247 6 10

(2.)—OUTWARDS.

From Harbour (Littlehampton) to Sea	191	81 7 4	- -	- - -	10	5 16 2	- -	- - -	201	87 3 6
From Ford and beyond Ford to Sea	62	37 5 -	- -	- - -	3	2 7 10	- -	- - -	65	39 12 10
TOTAL	253	118 12 4	- -	- - -	13	8 4 -	- -	- - -	266	126 16 4

No. 6.—ACCOUNT of the RECEIPT and EXPENDITURE of all MONIES received by or on behalf of the Commissioners of the Port of *Arundel*, in respect of Pilots or Pilotage; for the Year ending 31 December 1854.

THE Pilots take their own fees. It does not pass through the hands of the Pilotage authorities.

30 January 1855. *Richard Holmes*, Clerk.

PORT OF BERWICK-UPON-TWEED.

No. 1.—RETURN of all Bye-laws, Regulations, Orders, or Ordinances relating to Pilots or Pilotage now in force within the Jurisdiction of the Harbour Commissioners of *Berwick-upon-Tweed*; for the Year ending 31 December 1854.

1. Every pilot who shall, when not actually engaged in his capacity of pilot, refuse or decline, or wilfully delay to take charge of any ship or vessel inward bound wanting a pilot, upon the usual signal for a pilot being displayed or made; or upon the application of the master, owner, agent, or consignee of any ship or vessel outward bound, or by one of the commissioners, or the harbour-master (unless it shall be unsafe for such pilot to obey such signal or comply with such requisition); or shall refuse to lead the way of any vessel which cannot be boarded without imminent danger, or to assist any vessel in distress, or who shall misbehave himself in the execution of his duty, or refuse to obey any summons or order of the Commissioners, shall have his licence recalled, and he shall no longer act as pilot.

2. The compensation to pilots for extraordinary assistance to vessels in distress is to be settled by the Commissioners, and all agreements between the masters of such vessels and the pilots to be void.

3. Each pilot to have the number of his licence painted on the bow of his boat, and his name inside of the stern.

4. No pilot to be intoxicated when on duty.

5. No joint stock company is to be allowed, but each pilot and boat's crew are to share by themselves.

6. Each pilot is frequently to inspect the harbour, especially after spring tides, storms, and floods, and report from time to time to the harbour-master

7. No pilot is to take out any vessel until a certificate from the harbour office is produced to him that the tonnage duties have been paid.

8. Each pilot is to be provided with a flag on a staff, and to be used by him as a signal when prevented by the weather from getting off to any vessel making for the harbour.

9. Each pilot to confine himself to the business of piloting and white fishing.

10. Complaints against pilots are to be made in writing to the chairman of the commissioners.

11. The penalty for non-observance of any of the above regulations, except where otherwise mentioned, is 5 *l.*

Nos. 2 & 3.—RETURN of the Names and Ages of all Pilots and Apprentices licensed or authorised to act by the Harbour Commissioners of *Berwick-upon-Tweed*, and of all Pilots or Apprentices acting mediately or immediately under such Commissioners, whether so licensed or not, with the Service for which each Pilot or Apprentice is licensed; for the Year ending 31 December 1854.

NAMES OF PILOTS.	Age on last Birthday.	Whether Licensed or Authorised.	Service for which Licensed or Authorised to Act.	APPRENTICES.
George Wood	58	Yes	For piloting vessels into and out of this harbour.	None.
John Wood	61	Yes		
Henry Wilson	53	Yes		
Peter Burgon	63	Yes		
John Cowe	56	Yes		
John Johnston	54	Yes		
James Wood	56	Yes		
James Wood, jun.	46	Yes		
Thomas Swinhoe	40	Yes		
Richard Wood	37	Yes		

PORT OF BERWICK-UPON-TWEED—*continued.*

No. 4.—RETURN of the RATES of PILOTAGE now in force, including the Rates and Descriptions of all Charges upon Shipping made for or in respect of Pilots or Pilotage at the Port of *Berwick-upon-Tweed*; for the Year ending 31 December 1854.

	Per Foot of the Draught of Water.
	£. s. d.
BRITISH SHIPS:	
In Summer, viz., from the 1st of April to the 1st of October	– 1 4
In Winter, viz., from the 1st of October to the 1st of April	– 1 6
FOREIGN SHIPS:	
In Summer	– 1 11
In Winter	– 2 3

And for each tide's work within the harbour, 7*s.* 6*d.*

For the above rates, a boat and four men, besides the pilot, are to be provided.
The above rates are to be paid for bringing a vessel in, and over again for taking her out.
The penalty for non-observance of any of the above regulations, except where otherwise mentioned, is 5*l.*

No. 5.—RETURN of the TOTAL AMOUNT received for PILOTAGE of VESSELS Into and Out of the Port of *Berwick-upon-Tweed*, distinguishing the Amounts received from British Vessels and from Foreign Vessels respectively, and the several Amounts received in respect of Vessels paying different Rates of Pilotage, and the several Amounts received for the several Classes of Service rendered by Pilots, together with the Number of the Vessels of each of the Classes paying such Amounts as aforesaid; for the Year ending 31 December 1854.

(1.)—INWARDS.

DISTANCES for which PILOTED, According to the different Distances in the Scale of Rates.	BRITISH VESSELS.								FOREIGN VESSELS.						TOTALS.	
	COASTERS.				OVERSEA.				PRIVILEGED.				UNPRIVILEGED.			
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Berwick Bay to the Quays and Wharfs	140	63 – 2	193	119 – 1	1	– 9 4	12	12 19 2	11	10 4 5	21	23 9 9	2	1 12 7	380	221 15 6

(2.)—OUTWARDS.

From Quays and Wharfs to Sea	20	10 7 9	55	38 11 9	–	–	9	6 12 3	7	5 5 1	13	11 11 10½	–	–	104	72 8 8½

N. B.—Over and above the pilotage, there has been received for assistance rendered to vessels within the harbour, 44 tidesworks, at 7*s.* 6*d.*, 16*l.* 10*s.*

No. 6.—ACCOUNT of the RECEIPT and EXPENDITURE of all MONIES received by or on behalf of the Harbour Commissioners of *Berwick-upon-Tweed*, in respect of Pilots or Pilotage; for the Year ending 31 December 1854.

Dr.	£. s. d.	*Cr.*	£. s. d.
To amount of fees received from applicants for licences and certificates	1 7 6	By amount paid to clerk, being the fees received for licences	1 7 6
To gross amount received for inward pilotage (received by the pilots themselves; not by the authorities)	241 5 6	By amount retained by pilots for inward pilotage	241 5 6
To gross amount received for outward pilotage (ditto)	72 8 8½	Ditto – ditto – outward pilotage	72 8 8½

15 January 1855.

R. Home, Clerk.

PORT OF BOSTON.

No. 1.—RETURN of all Bye-laws, Regulations, Orders, or Ordinances relating to Pilots or Pilotage now in force within the Jurisdiction of the Pilot Commissioners of the Port of *Boston*; for the Year ending 31 December 1854.

By the 16 and 32 Geo. 3, the mayor, recorder, deputy recorder, aldermen, town clerk, and common council of the borough of Boston, together with 45 other Commissioners, being merchants, owners, commanders of a ship or vessel trading to and from the said port, or an inhabitant of the said borough, shall and may be commissioners for carrying into execution the provisions of the above-named Acts of Parliament; and by the said Acts of Parliament they can at any time or times make, ordain, and establish such orders, rules, and bye-laws, for the regulation and government of the masters and commanders of ships trading to and from the said port, and of the pilots to be appointed and licensed under the said Acts of Parliament, and which said orders, rules, and bye-laws shall be considered as part and parcel of the above-named Acts of Parliament.

ORDERS, Rules, and Bye-laws for the Regulation of the Pilots belonging to the said Port.

1. That the twelve pilots belonging to the port be under the direction of the headsman.

2. That six pilots shall always be at the upper station, and six at the lower station, to be regulated by the headsman.

3. That a pilot belonging to the upper station taking a vessel from the town shall continue his charge to High Horn or Boston Toft, if desired to do so by the master of the vessel, provided the same can be accomplished in one tide; but if the vessel be brought up at Hobhole or the Scalp, the pilot shall then be at liberty, and the vessel at the next tide shall be supplied with a pilot from the lower station, who shall attend to the signal from the vessel requiring such aid.

4. That the pilots at the lower station shall attend to all vessels coming in from sea, and take charge of them either at High Horn or Boston Toft, and shall bring the vessel up to the town if the same can be accomplished in one tide and the master requires it; but if the vessel be brought up at the Scalp or Hobhole, the lower station pilot shall then be at liberty, but he shall inform the headsman that such vessel will require a pilot from the upper station to attend her next tide.

5. That the signal for a pilot shall be the usual one, namely—by day, a jack at the fore-top-mast head, and by night a lantern.

6. That the pilot boat shall make for all vessels, particularly strangers, coming in from sea, at High Horn and Boston Toft, and put a pilot on board if possible, and the pilot boat shall in like manner take from off all vessels going away the pilots leaving the same, if possible.

7. That no pilot shall be released from the above rules and obligations, unless by the sanction and approval of the masters of vessels.

That the above orders, rules, and bye-laws be enforced by a penalty of 5 *l.* to be recovered or mitigated as the Boston Pilot Acts direct.

RATES, or Prices of Pilotage, for piloting or conducting Ships, Vessels, and Barges, Into and Out of the said Port, viz.:—

For every ship, vessel, or barge, drawing under 10 feet and a half of water, from High Horn or Boston Toft to the Scalp, or from the Scalp to High Horn or Boston Toft, 1 *s.* 3 *d.* per foot; and from High Horn or Boston Toft to Boston Town, or from Boston Town to High Horn or Boston Toft, 1 *s.* 9 *d.* per foot. And for every ship, vessel, or barge, drawing 10 feet and a half of water, or upwards, from High Horn or Boston Toft to the Scalp, or from the Scalp to High Horn or Boston Toft, 2 *s.* per foot, and from High Horn or Boston Toft to Boston Town, or from Boston Town o High Horn or Boston Toft, 3 *s.* per foot. And so on in proportion for every half-foot of water.

And the rates or prices of pilotage to be given to extra pilots for piloting or conducting ships, vessels, and barges to and from different points within the limits of the said port, viz:—From Boston Town to Skirbeck Quarter, 1 *s.*; from Boston Town to Rush Point, 2 *s.*; from Boston Town to the Toft Jetties, 2 *s.* 6 *d.*; from Bostou Town through the Lower Cut, 3 *s.*; from Boston Town to Hobhole, 3 *s.* 6 *d.*; from Boston Town to the Scalp, 4 *s.*; and from Boston Town to Clayhole, 5 *s.*, and so on, reversing the charges for all ships, vessels, and barges coming up the river. And for all ships, vessels, and barges going the intermediate distances as those above mentioned, to be left to the discretion of the headsman of the pilots.

By Order.

George York, Clerk to the said Commissioners.

PORT OF BOSTON—*continued.*

Nos. 2 & 3.—RETURN of the NAMES and AGES of all PILOTS and APPRENTICES licensed or authorised to act by the Pilot Commissioners of the Port of *Boston*, and of all PILOTS or APPRENTICES acting mediately or immediately under such Commissioners, whether so licensed or not, with the Service for which each PILOT or APPRENTICE is licensed; for the Year ending 31 December 1854.

NAMES OF PILOTS.	Age on last Birthday.	Whether Licensed or Authorised.	Service for which Licensed or Authorised to Act.	APPRENTICES.
Joseph Foster - - -	62	Yes - -	To pilot ships into and out of the port of Boston, to light the river lights, to lay down buoys and beacons within the port and harbour of Boston, and for affixing and laying down bridges over the creeks upon the high marshes, and for affixing and setting down mooring posts for the same.	None.
Robert Mountain - -	54	Yes - -		
Stanley Bloom - -	65	Yes - -		
Richard Roper - -	45	Yes - -		
Solomon Hackford - -	43	Yes - -		
Francis Munkman - -	38	Yes - -		
William Reed - - -	35	Yes - -		

No. 4.—RETURN of the RATES of PILOTAGE now in force, including the Rates and Descriptions of all Charges upon Shipping made for or in respect of Pilots or Pilotage at the Port of *Boston*; for the Year ending 31 December 1854.

ON the 6th day of February 1854, at the annual meeting of the Pilot Commissioners holden at the Guildhall in Boston aforesaid, on a memorial being presented by the pilots for an increase of pilotage rates, in consequence of the great falling off in the number of ships trading to this port, and the very dear state of provisions, it was unanimously resolved, by the commissioners there present, that from this day the rates and prices of pilotage for all vessels sailing in and out of this port, and requiring a pilot, shall be increased to 1*s.* 6*d.* per foot up to eight feet six inches; and above eight feet six inches and under ten feet six inches, 1*s.* 9*d.* per foot; and above ten feet six inches up to twelve feet, 2*s.* 6*d.* per foot; and above twelve feet, 3*s.* per foot.

By the 16th of Geo. 3 it is enacted, that from and after the 24th day of June 1776, it shall and may be lawful for the commissioners to demand, collect, and receive, over and above the several rates for pilotage, a certain tonnage duty for all ships arriving at the said port laden with coals, at 1*d.* per chaldron, Boston measure; and also for all ships laden with any other kind of goods, wares, or merchandise, at 1*d.* per ton; and from every foreign ship or vessel, double the duty or tonnage in the respective cases before mentioned.

No. 5.—RETURN of the TOTAL AMOUNT received for PILOTAGE of VESSELS Into and Out of the Port of *Boston*, distinguishing the Amounts received from British Vessels and from Foreign Vessels respectively, and the several Amounts received in respect of Vessels paying different Rates of Pilotage, and the several Amounts received for the several Classes of Service rendered by Pilots, together with the Number of the Vessels of each of the Classes paying such Amounts as aforesaid; for the Year ending 31 December 1854.

(1.)—INWARDS.

DISTANCES for which PILOTED According to the different Distances in the Scale of Rates.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
	COASTERS.		OVERSEA.		PRIVILEGED.		UNPRIVILEGED.			
	No. of Vessels.	Amount.	No. of Vessels.	Amount.	No. of Vessels.	Amount.	No. of Vessels.	Amount.	No. of Vessels.	Amount.
		£. s. d.		£. s. d.				£. s. d.		£. s. d.
From High Horn to Boston (11 miles) - - - -	289	146 18 4	12	8 17 6	- None - -		17	20 14 2	318	176 10 –

(2.)—OUTWARDS.

From Boston to High Horn (11 miles) - - - -	289	105 11 5	12	8 17 6	- None - -		17	9 17 1	318	124 6 –

Note.—The sum paid for towage by steam cannot be ascertained, as it is in the hands of a Company who render no account to this Trust.

PORT OF BOSTON—*continued.*

No. 6.—ACCOUNT of the RECEIPT and EXPENDITURE of all MONIES received by or on behalf of the Pilot Commissioners of the Port of *Boston*, in respect of Pilots or Pilotage; for the Year ending 31 December 1854.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
To balance brought from last account -	98	1	9	By amount paid for salaries of secretary, clerk, and other officers - - -	38	–	–
To gross amount received for inward pilotage - - - - - - - -	176	10	–	By amount paid for or in respect of pilot boats, buoys, &c. - - - - -	94	10	4
To gross amount received for outward pilotage - - - - - - -	124	6	–	By amount paid for pension of 10*s.* per week to Roper, a pilot and invalided, and to superannuation pension of 10*s.* a week to George Woods, a pilot, of 78 years of age - - - - -	52	–	–
To amount received from other sources, or a penny per ton on coals and merchandise -	248	17	1	By amount paid for tradesmen and other bills - - - - - - - -	20	14	9
				By amount received by pilots for piloting ships frequenting the port - - -	300	16	–
				By balance carried to next account - -	141	13	9
£.	647	14	10	£.	647	14	10

30 January 1855.

George York, Clerk.

PORT OF BRISTOL.

No. 1.—RETURN of all BYE-LAWS, REGULATIONS, ORDERS, or ORDINANCES relating to PILOTS or PILOTAGE now in force within the Jurisdiction of the Town Council of *Bristol*; for the Year ending 31 December 1854.

AT a Meeting of the Council of the City of Bristol, held at the Council House of the said City on the 1st day of January in the year of our Lord 1853, by virtue and in pursuance of the several powers, authorities, and provisions contained in an Act of Parliament made and passed in the 47th year of the reign of his late Majesty King George the Third, entitled, "An Act for ascertaining and establishing the Rates of Wharfages, Cannage, Plankage, Anchorage, and Moorage, to be received at the lawful Quays in the Port of Bristol, for the regulation of the Crane Keepers in the said Port, and for the better regulation of Pilots and Pilotage of Vessels navigating the Bristol Channel;" and by virtue and in pursuance of the several powers, authorities, and provisions contained in the Bristol Dock Act, 1848; and by virtue and in pursuance of all other powers and authorities vested in and enabling them in that behalf:

The Council of the City of Bristol do order that all and singular the bye-laws, rules, and orders now in force and heretofore subsisting, and which by the repeal by this present order of any former bye-law, rule, or order, might in any manner be re-enacted or revived for the conduct, management, and government of all pilots, watermen, and others employed in any pilot boats or other vessels or boats within the Port of Bristol, and within the Bristol Channel to the eastward of Lundy Island, and for the fixing and ascertaining the rates and taxes to be received and taken by such pilots and watermen, and for the mooring, unmooring, and navigating all ships and vessels and all small craft whatsoever using and navigating the Port of Bristol, and all penalties and forfeitures for the breach or evasion of the said bye-laws, rules, and orders, or any of them (except such of the same penalties and forfeitures as shall have been actually incurred by any person or persons previous to the first day of February next) shall cease, determine, and be repealed on and from the first day of February 1853; and in lieu and stead of such bye-laws, rules and orders, penalties and forfeitures, and as bye-laws, rules, and orders for the conduct, management, and government of all pilots and others employed in any pilot boats or other vessels or boats within the Port of Bristol, and within the Bristol Channel to the eastward of Lundy, the said Council of the City of Bristol, by virtue and in pursuance of the several powers, authorities, and provisions contained in the aforesaid Acts of Parliament, and by virtue and in pursuance of all other powers vested in and enabling them in this behalf, do make, constitute, ordain, and provide the following bye-laws, rules, and orders, and do also ascertain and set down as the penalties and forfeitures which shall be incurred by any person or persons breaking, evading, or committing any offence against such bye-laws, rules, and orders, or any of them, the penalties and forfeitures hereinafter fixed and specified.

1.—That

PORT OF BRISTOL—*continued.*

1.—That from henceforth there shall be paid and payable to every licensed pilot navigating, mooring, or unmooring any ship or vessel in the Bristol Channel, or Port of Bristol aforesaid, whether proceeding inwards or outwards, for such pilot, and for every man, horse, or boat employed or used in such service, the following allowances, rates, or fares for pilotage, namely:—

FOR THE PILOT.

	£.	s.	d.
Between Lundy and Coombe:			
If 80 and under 100 tons	1	1	–
100 and under 200 tons	1	8	–
200 and under 300 tons	1	15	–
300 and under 500 tons	2	2	–
500 and under 600 tons	2	9	–
600 and under 800 tons	2	16	–
800 and under 1,000 tons	3	3	–
1,000 tons and upwards	3	10	–
Between Lundy and Swansea or Minehead:			
If 80 and under 100 tons	2	2	–
100 and under 200 tons	2	16	–
200 and under 300 tons	3	10	–
300 and under 500 tons	4	4	–
500 and under 600 tons	4	18	–
600 and under 800 tons	5	12	–
800 and under 1,000 tons	6	6	–
1,000 tons and upwards	7	–	–
Between Lundy and Bridgwater, Cardiff, or the Holmes:			
If 80 and under 100 tons	2	12	6
100 and under 200 tons	3	10	–
200 and under 300 tons	4	7	6
300 and under 500 tons	5	5	–
500 and under 600 tons	6	2	6
600 and under 800 tons	7	–	–
800 and under 1,000 tons	7	17	6
1,000 tons and upwards	8	15	–
Between Lundy and Newport or Kingroad:			
If 80 and under 100 tons	3	3	–
100 and under 200 tons	4	4	–
200 and under 300 tons	5	5	–
300 and under 500 tons	6	6	–
500 and under 600 tons	7	7	–
600 and under 800 tons	8	8	–
800 and under 1,000 tons	9	9	–
1,000 tons and upwards	10	10	–
Between Coombe and Minehead:			
If 80 and under 100 tons	1	1	–
100 and under 200 tons	1	8	–
200 and under 300 tons	1	15	–
300 and under 500 tons	2	2	–
500 and under 600 tons	2	9	–
600 and under 800 tons	2	16	–
800 and under 1,000 tons	3	3	–
1,000 tons and upwards	3	10	–
Between Coombe and Bridgwater, Cardiff, or the Holmes:			
If 80 and under 100 tons	1	11	6
100 and under 200 tons	2	2	–
200 and under 300 tons	2	12	6
300 and under 500 tons	3	3	–
500 and under 600 tons	3	13	6
600 and under 800 tons	4	4	–
800 and under 1,000 tons	4	14	6
1,000 tons and upwards	5	5	–
Between Coombe and Newport or Kingroad:			
If 80 and under 100 tons	2	2	–
100 and under 200 tons	2	16	–
200 and under 300 tons	3	10	–
300 and under 500 tons	4	4	–
500 and under 600 tons	4	18	–
600 and under 800 tons	5	12	–
800 and under 1,000 tons	6	6	–
1,000 tons and upwards	7	–	–
Between Minehead and Bridgwater, Cardiff, or the Holmes:			
If 80 and under 100 tons	–	10	6
100 and under 200 tons	–	14	–
200 and under 300 tons	–	17	6
300 and under 500 tons	1	1	–
500 and under 600 tons	1	4	6
600 and under 800 tons	1	8	–
800 and under 1,000 tons	1	11	6
1,000 tons and upwards	1	15	–
Between Minehead and Newport or Kingroad:			
If 80 and under 100 tons	1	1	–
100 and under 200 tons	1	8	–
200 and under 300 tons	1	15	–
300 and under 500 tons	2	2	–
500 and under 600 tons	2	9	–
600 and under 800 tons	2	16	–
800 and under 1,000 tons	3	3	–
1,000 tons and upwards	3	10	–
Between any of the following places—Portishead, Kingroad, Hungroad, Broad Pill, Cumberland Basin, or Bathurst Basin, and any other of such places:			
If under 80 tons	–	7	6
80 and under 100 tons	–	10	–
100 and under 200 tons	–	15	–
200 and under 300 tons	1	–	–
300 and under 500 tons	1	5	–
500 and under 600 tons	1	10	–
600 and under 800 tons	1	15	–
800 and under 1,000 tons	2	–	–
1,000 tons and upwards	2	5	–
Between any two of the following places, viz., Bridgwater, Cardiff, the Holmes, Newport, and Kingroad:			
If 80 and under 100 tons	–	10	6
100 and under 200 tons	–	14	–
200 and under 300 tons	–	17	6
300 and under 500 tons	1	1	–
500 and under 600 tons	1	4	6
600 and under 800 tons	1	8	–
800 and under 1,000 tons	1	11	6
1,000 tons and upwards	1	15	–

That in respect of vessels under 80 tons, only one moiety of the said rates on vessels of 80 tons shall be payable, unless a pilot shall be required, in which case the full rate of pilotage shall be payable.

That the rate of pilotage for any intermediate places not provided for shall be the same as the place next beyond.

PORT OF BRISTOL—*continued.*

That where the name of any port or place, having its own pilotage district under a local Act, is used in the foregoing schedule of rates, such name shall be construed to mean the pilotage district of such port or place.

For the pilot, for every day during which he shall, by the request of the master, be detained on board any vessel lying at Kingroad, the sum of 5 *s.*

For each yawl, or other boat or vessel, employed in towing, or assisting mooring or unmooring any vessel between Portishead, Kingroad, Hungroad, or Broad Pill, and Cumberland or Bathurst Basin, the sum of 3 *s.*

For an assistant pilot in the river pilotage for any vessel above 300 tons, the sum of 10 *s.*

To each man employed by a pilot, pursuant to or in accordance with the orders or directions of the haven master—

If between Cumberland or Bathurst Basin, and Hungroad, Pill, or Broad Pill, 3 *s.* 3 *d.* per man.

If between Cumberland or Bathurst Basin, and Kingroad or Portishead, 3 *s.* 9 *d.* per man.

If detained on board any vessel lying at Kingroad, by the direction of the master, 3 *s.* per man each day.

For each horse used in towing any ship or vessel, a sum not exceeding 5 *s.*, and to the driver for each horse, 1 *s.*

2.—That if any licensed pilot shall proceed with any ship or vessel as far as Minehead, Coombe, or Lundy Island, and shall be forced by stress of weather or contrary winds, to return to Kingroad or Portishead, such pilot shall be allowed one-third of the rate of pilotage, according to the distance such ship or vessel may have reached before she shall have put back.

3.—That every licensed pilot shall attend to and obey the orders and directions of the haven master for the time being, as to the number of horses, men, and boats to be employed in assisting or navigating any ship or vessel up or down the river, and in mooring or unmooring any ship or vessel, and that no pilot shall be entitled to charge or demand for any greater number of men, horses, or boats than the haven master for the time being shall deem right and proper, and that no pilot shall demand any pilotage except upon a note for pilotage, approved by the haven master for the time being, and signed by him; and that every pilot who shall offend against this order, and also every pilot who shall conduct himself contemptuously, or give abuse, or use improper language to the haven master, or to any person or persons by whom such pilot may be employed, shall forfeit and pay for each offence any sum not exceeding 5 *l.*, and shall for the second offence lose his licence, and be discharged from being a pilot.

4.—That the haven master for the time being shall be paid by the pilots for examining the pilotage note, the several sums following:

	s.	*d.*
If of a ship or vessel under 100 tons register burthen	1	–
If of 100 and under 200 tons	2	–
If of 200 and under 400 tons	3	–
If of 400 tons and upwards	4	–

and that such sums shall be added to the pilotage note, and paid therewith by the master or commander, merchant or owner of such ship or vessel, and in default of payment thereof, shall and may be recoverable as part of the rate or fare of pilotage, and that such sums shall forthwith be paid by the pilot to the haven master, and that on default in the payment thereof, such pilot shall forfeit and pay to the said haven master double the amount due.

5.—That each pilot shall regularly have at least one apprentice, and shall return to the haven master of the port the names of all apprentices he shall from time to time take, in order that a regular register may be kept of such apprentices; and if any pilot shall neglect or refuse to make such return for three calendar months after he shall have taken any apprentice, he shall forfeit and pay for such neglect or refusal the sum of 5 *l.*

6.—That each skiff to be used by a pilot shall be registered with the haven master of the port, who shall fix upon and appoint a number for such skiff, and that such number, four feet in length at least, shall be marked in black paint on the three lower sails of such skiff; and that all pilots' skiffs be painted black, and be numbered in white paint on each bow with the number of the boat; and that the pilot's name be painted on the stern in large conspicuous letters, in white paint; and that all pilots' skiffs shall carry a flag at the mast head, with blue and white horizontal stripes, of the dimensions of four feet by five, which flag is to be constantly hoisted as a distinguishing mark; and that the owner of each skiff, so registered as aforesaid, which shall not be painted and marked as aforesaid, shall forfeit and pay for each offence any sum not exceeding 5 *l.*

7.—That each pilot shall, within two days after his return from a voyage to the westward, return to the haven master the number of the skiff so returned from the westward, the day and time of her sailing, the day and time of her return, the distance she has been, and the names of the persons employed in navigating her, and all the material particulars of the voyage; and that each pilot who shall neglect to make such return, or shall make a false return, shall, for each offence, forfeit and pay any sum not exceeding 40 *s.*

8.—That if any pilot shall pass a vessel having a signal for a pilot flying, for the purpose of taking charge of any other ship or vessel, or on any other account, such pilot so offending shall forfeit any sum not exceeding 5 *l.*

9.—That

PORT OF BRISTOL——*continued.*

9.—That any pilot who shall neglect his duty by not sailing to the westward, when ordered so to do by the haven master, without having been prevented by illness or by the loss of his skiff from so doing, shall forfeit and pay, for the first offence, any sum not exceeding the sum of 5 *l.*, and shall, for the second offence, forfeit and lose his licence and right to act as a pilot.

10.—That no pilot shall, under any pretext whatever, sail or cruise in any part of the Bristol Channel westward of the meridian of Lundy, except within a radius of 10 miles from that island, or except when otherwise expressly authorised by the haven master for the time being; and that any pilot who shall sail or cruise beyond such limits shall forfeit and pay, for the first offence, any sum not exceeding 5 *l.*; and shall also forfeit and pay, as a further penalty, the amount of any pilotage rate or fare which may become payable to him in respect of any vessel of which such pilot may, on the same day as such pilot shall sail or cruise beyond such limits, have taken charge, whether within or beyond such limits, unless the justices shall, under any special circumstances, or in their discretion, remit such further penalty.

11.—That if any pilot in charge of a ship shall refuse to put to sea on being directed to do so by the haven master of the port, such haven master shall immediately report his conduct to the Council of the said city of Bristol, in order that they may, if they think proper, deprive him of his licence.

12.—That no person who has not served an apprenticeship to a pilot in the Bristol Channel, or has not been employed in cruising to the westward in the skiff of some pilot for seven years or upwards, or who shall be under 25 or more than 45 years of age, shall hereafter be deemed qualified to become a candidate for the office of a pilot for the navigating ships and vessels to and from the Port of Bristol.

13.—That all licensed pilots having skiffs shall, if required by the haven master, take with them to the westward, but not find in provisions or water one or more licensed pilot or pilots not being provided with a skiff, and shall board them on such vessels as may offer, either before or after they themselves shall have been boarded, and in consideration thereof they shall receive one-half part of the Channel pilotage to which such pilot or pilots so to be boarded on such vessels shall have become entitled; and every such pilot having a skiff who shall refuse to take with him such pilot or pilots as aforesaid, on requisition made to him by the haven master for that purpose, shall for the first offence forfeit and pay the sum of 5 *l.*, and shall for the second offence forfeit and lose his licence.

14.—That no pilot shall employ in any of the duties of a pilot any person who is not a licensed pilot, when any licensed pilot is capable and willing to act, under the penalty of 5 *l.* for each offence.

15.—That all men sailing in skiffs in the employ of pilots, and designated "Western Men," boarding ships or vessels, there being no pilot on board, shall receive such a proportion of the Channel pilotage as pertains to the distance they shall have navigated such ship or vessel before she may be boarded by a pilot.

16.—That any pilot or western man convicted of having participated in or connived at any plunder or other illegal act committed on board any ship or vessel within the port or jurisdiction of the City of Bristol, shall be irrevocably struck from the list of pilots or western men.

17.—And that each pilot shall have a printed copy of these regulations, and shall produce the same to the captain or commander of any ship or vessel which he shall have in charge whenever required so to do, under the penalty of 5 *l.*

In witness whereof the said Council have caused the Corporate Seal of the said City to be hereunto set and affixed.

L. S.

Published by Order of the said Council,

Dan. Burgess, Jun., Town Clerk.

Note.—It is enacted by the before-mentioned Act of the 47th year of the reign of his late Majesty King George the Third, that no person shall take charge of any vessel, or in any manner act as a pilot, or receive any compensation for acting as a pilot within the Port of Bristol and jurisdiction of the Mayor, Aldermen, and Common Council of the said city, unless authorised by licence under the seal of the said Mayor, Burgesses, and Commonalty; and no such pilot shall act without having his licence at the time of his so acting in his personal custody ready to be produced, and which shall actually be produced to any person who shall lawfully require to see the same; or shall act in the British seas out of the limits expressed in his licence, on pain of forfeiting a sum not exceeding 10 *l.* for the first offence, and for any second or subsequent offence any sum not exceeding 20 *l.*

And that the executors or administrators of every deceased pilot, or other person or persons to whose hands the licence of such deceased pilot shall come after the death of such pilot, shall, without wilful delay, transmit such licence to the said Corporation, on pain of forfeiting, for any neglect therein or refusal to deliver the same when lawfully demanded, a sum not exceeding 10 *l.*

But this Act shall not extend, or be construed to extend, to hinder any person or persons from assisting any ship or vessel in distress, or subject such person or persons, or the owner or master of any ship or vessel employing such persons in the limits aforesaid, to the penalties of this Act.

And that it shall be lawful for any licensed pilot to supersede any person not licensed as a pilot in the charge of any ship or vessel within the limits aforesaid, and every master who shall, within the limits aforesaid, continue any person not

PORT OF BRISTOL—*continued.*

not licensed as hereinbefore mentioned, after any person licensed as aforesaid to act within the said limits shall have offered to take charge of such ship or vessel, and every person assuming or continuing in the charge or conduct of any ship or vessel within the limits aforesaid, without being duly licensed as hereinbefore mentioned, after any other pilot licensed as aforesaid shall have offered to take charge thereof, shall respectively forfeit for every such offence a sum not exceeding 10 *l.*

That if any person licensed as aforesaid shall keep, or be concerned in keeping, either by himself or any agent, servant, or other person, or shall in any way be interested in the keeping of any public-house or tavern, or place of public entertainment, or in the selling of any wine or spirituous liquors, or tobacco or tea, or shall commit offence against any law or laws relating to the Revenues of Customs or Excise, or be concerned in or shall wilfully connive at indirect practices or frauds against the Revenues of Customs or Excise, or shall procure, abet, connive at, or participate in any fraud, exaction, or corrupt practice relating to ships or vessels in distress or having suffered shipwreck, then and in such case it shall and may be lawful to and for the said mayor, burgesses, and commonalty, on proof being made thereon to their satisfaction, to annul the licence of such pilot; and such pilot shall be rendered wholly incapable of acting as such.

And that if any vessel or boat belonging to a pilot licensed as hereinbefore mentioned shall run before any ship or vessel not having a licensed pilot on board, for the purpose of directing the course of such ship or vessel until a pilot can be put on board, the pilot so put on board and the pilot to whom such vessel shall belong shall be entitled to the pilotage proportionably and according to the circumstances of the case, to be proved on oath if required.

And that every licensed pilot who shall refuse to take charge of any ship or vessel, or who shall exact any fee or reward beyond the established rates of pilotage in the said channel, or who shall quit any ship or vessel or decline the pilotage thereof after he shall have been engaged or gone alongside thereof, without leave of the owner, master, captain, or person having the chief command of such ship or vessel, or before the service shall have been performed for which he was hired, or shall by drunkenness render himself incapable of conducting such ship or vessel, or shall negligently, ignorantly, or wilfully run such ship or vessel on shore, or shall, by misdirection or otherwise, do any injury to the same, or to the tackle or furniture thereof, or shall lend his license or warrant to any unlicensed person to enable or assist him in acting or claiming to act as a licensed pilot, shall forfeit for every such offence any sum not exceeding 20 *l.*, and shall be liable to be dismissed from being a pilot, at the discretion of the said corporation.

And that no pilot, or other person or persons owning any pilot boat, or any other boats or vessels used in assisting ships or vessels in the said Bristol Channel, shall charge any greater rate or sum of money for assistance than shall have been or shall be allowed or settled by the justices of the peace in general quarter sessions assembled, and each and every pilot charging any greater rate or sum of money than shall have been allowed as aforesaid, shall forfeit double the amount of the sum so charged.

And that every master, captain, or officer, having the chief command for the time being of any ship or vessel piloted in the said Bristol Channel, shall, in the entry of his ship or vessel inwards or clearing outwards, or as soon after as possible, deliver to the officer of the Customs, with whom the entry inwards or clearing outwards shall be made, the name of the pilot or pilots, if any, that shall have been employed, or have been engaged by the owner of such ship or vessel, to pilot the same in the said Bristol Channel, on pain of forfeiting, for every such neglect therein, a sum not exceeding 20 *l.*

Nos. 2 & 3.—RETURN of the NAMES and AGES of all PILOTS and APPRENTICES licensed or authorised to Act by the Town Council of *Bristol*, and of all PILOTS or APPRENTICES acting mediately or immediately under such Council, whether so licensed or not, with the Service for which each PILOT or APPRENTICE is licensed; for the Year ending 31 December 1854.

NAMES OF PILOTS.	Number of Skiff.	Age on last Birthday.	Whether Licensed or Authorised by the above-mentioned Authority, or not.	Service for which Licensed or Authorised to Act.	NAMES of APPRENTICES.	Age on last Birthday.	Skiff belonging to.
William Cox - -	1	49	Yes -	Port of Bristol and the Bristol Channel.	Joseph Cox - -	15	No. 1
William Rowland -		31			Stephen Thomas -	15	2
John Ray - - -	2	56			Thomas Ellis -	14	3
Thomas Scarretts -	3	45			James Dickens -	20	4
William Dickens -	4	45			John Parfitt - -	17	5
John Parfitt - -	5	58			James Bailey -	16	6
James D. Hall - -	6	32			Samuel Callaway -	19	7
Samuel Callaway -	7	59			George Thayer -	15	8
Joseph Tippett - -	8	31			Edward Wyatt -	17	10
John Pains - -	9	26					
William Reed, sen. -	10	56					
Thomas Reed - -	11	59					

PORT OF BRISTOL—*continued.*

NAMES OF PILOTS.	Number of Skiff.	Age on last Birthday.	Whether Licensed or Authorised by the above-mentioned Authority, or not.	Service for which Licensed or Authorised to Act.	NAMES of APPRENTICES.	Age on last Birthday.	Skiff belonging to.
Edward Callaway, sen.	12	63			Samuel Bennett -	14	No. 11
George Rumney, jun.	13	32			Stephen Callaway -	17	12
George Craddy -	14	30			Thomas Ray - -	16	15
William Thomas, jun.		27			John Brown - -	19	16
James Ray - -	15	52			Edward Thomas -	17	17
James G. Ray - -		27			Edward Rowland -	18	18
Joseph Browne -	16	47			Thomas Ray - -	17	20
Thomas Carey - -		28			Joseph Carey -	16	21
Thomas Vowles, sen. -	17	63			Abel Tranter - -	18	22
Thomas Vowles, jun. -		30			George Buck -	14	23
William Pool - -		43			Joseph Adams -	16	25
James Rowland -	18	49			James Hazell -	17	26
John Smith - -		32			Thomas Dickens -	16	27
Vacant - - -	19	- -			Samuel Sheppard -	18	29
William Ray - -	20	57			William Carey -	14	30
Samuel Buck - -		28			George Thomas -	17	31
George Carey, sen. -	21	52			Thomas Bennett -	17	32
James Pains - -	22	61			Charles Hunt -	18	34
George Buck - -	23	38			Robert Russell -	17	35
John Gilmore, sen. -	24	41			James Atwell -	15	35
John Gilmore, jun. -		39			Alfred Cheswell -	17	36
Edward Craddy -	25	40			George Thomas -	17	37
John Adams - -		28			James Sheppard -	15	38
John Thomas, sen. -	26	43			Alfred Bailey -	17	39
John Callaway - -		27			James Rowles -	17	40
John Dickens - -	27	38	Yes -	Port of Bristol and the Bristol Channel.	Stephen Turner -	15	—
George Rumney, sen.	28	39					
James Smith - -		30					
James Sheppard -	29	49					
Thomas Bird Hazell -		36					
George Carey - -	30	26					
Edward Callaway -	31	34					
James William Buck		33					
Peter Bull - -	32	35					
Vacant - - -	33	- -					
George Reed - -	34	33					
William Comerford -	35	35					
James Atwell - -		39					
William Reed, jun. -	36	30					
William Preston -	37	29					
Charles Rumney -		38					
William Thomas, sen.	38	35					
John Thomas, jun. -		38					
George Gilmore -	39	31					
John Scarretts - -		37					
Robert Stenner - -	40	31					
Charles Porter - -	- -	28					
Edward Samuel Callaway - - -	- -	27					
Thomas Howland -	- -	37					
Edward Comerford -	- -	27					

PORT OF BRISTOL—*continued.*

No. 4.—RETURN of the RATES of PILOTAGE now in force, including the Rates and Descriptions of all Charges upon Shipping made for or in respect of Pilots or Pilotage at the Port of *Bristol*; for the Year ending 31 December 1854.

THESE particulars are stated in the Bye-laws, pp. 91, 92.

No. 5.—RETURN of the TOTAL AMOUNT received for PILOTAGE of VESSELS Into and Out of the Port of *Bristol*, distinguishing the Amounts received from British Vessels and from Foreign Vessels respectively, and the several Amounts received in respect of Vessels paying different Rates of Pilotage, and the several Amounts received for the several Classes of Service rendered by Pilots, together with the Number of the Vessels of each of the Classes paying such Amounts as aforesaid; for the Year ending 31 December 1854.

(1.)—INWARDS.

DISTANCES for which PILOTED, According to the different Distances in the Scale of Rates.		BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
		COASTERS.		OVERSEA.*		PRIVILEGED.		UNPRIVILEGED.*			
From.	To.	No. of Vessels.	Amount.	No. of Vessels.	Amount.	No. of Vessels.	Amount.	No. of Vessels.	Amount.	No. of Vessels.	Amount.
			£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
Lundy - -	Swansea District	- -	- -	10	37 18 -	- -	- -	26	103 11 -	36	141 9 -
Lundy - -	Bridgwater District.	- -	- -	8	45 19 6	- -	- -	5	25 5 -	13	71 4 6
Lundy - -	Cardiff District -	- -	- -	92	517 2 10	- -	- -	247	1,257 14 -	339	1,774 16 10
Lundy - -	Newport District	- -	- -	24	165 15 -	- -	- -	60	377 1 -	84	542 16 -
Lundy - -	Kingroad - -	- -	- -	103	644 16 -	- -	- -	118	659 4 6	221	1,304 - 6
Lundy - -	Cumberland Basin	- -	- -	241	1,958 18 3	- -	- -	149	1,172 7 -	390	3,131 5 3
Swansea District -	Cardiff District -	- -	- -	- -	- - -	- -	- -	—	—	—	—
Swansea District -	Newport District	- -	- -	- -	- - -	- -	- -	—	—	—	—
Swansea District -	Kingroad - -	- -	- -	- -	- - -	- -	- -	—	—	—	—
Swansea District -	Cumberland Basin	- -	- -	- -	- - -	- -	- -	—	—	—	—
Bridgwater District.	Cardiff District -	- -	- -	- -	- - -	- -	- -	—	—	—	—
Bridgwater District.	Newport District	- -	- -	- -	- - -	- -	- -	—	—	—	—
Bridgwater District.	Kingroad - -	- -	- -	- -	- - -	- -	- -	—	—	—	—
Bridgwater District.	Cumberland Basin	The Coasting and Irish trade free of pilotage, and vessels under 80 tons optional.		- -	- - -	None privileged but the Coasting and Irish trade, as stated.		—	—	—	—
Coombe - -	Bridgwater District.			- -	- - -			—	—	—	—
Coombe - -	Cardiff District -			4	11 11 6	- -	- -	12	40 12 6	16	52 4 -
Coombe - -	Newport District	- -	- -	2	9 9 -	- -	- -	1	2 18 -	3	12 7 -
Coombe - -	Kingroad - -	- -	- -	5	20 8 -	- -	- -	8	31 5 -	13	51 13 -
Coombe - -	Cumberland Basin	- -	- -	30	155 - -	- -	- -	14	73 8 6	44	228 8 6
Minehead - -	Cardiff District -	- -	- -	1	- 11 6	- -	- -	2	2 8 -	3	2 19 6
Minehead - -	Newport District	- -	- -	1	1 18 -	- -	- -	- -	- - -	1	1 18 -
Minehead - -	Kingroad - -	- -	- -	4	9 1 -	- -	- -	11	19 14 -	15	28 15 -
Minehead - -	Cumberland Basin	- -	- -	27	96 1 3	- -	- -	3	11 13 3	30	107 14 6
Holmes - -	Newport District	- -	- -	- -	- - -	- -	- -	—	—	—	—
Holmes - -	Kingroad - -	- -	- -	3	3 16 6	- -	- -	3	1 19 -	6	5 15 6
Holmes - -	Cumberland Basin	- -	- -	26	64 - -	- -	- -	8	17 17 -	34	81 17 -
Cardiff - -	Cumberland Basin	- -	- -	7	23 3 3	- -	- -	5	17 - 6	12	40 3 9
Newport - -	Cumberland Basin	- -	- -	3	11 2 -	- -	- -	- -	- - -	3	11 2 -
Kingroad - -	Cumberland Basin	- -	- -	115	157 16 9	- -	- -	54	73 12 6	169	231 9 3
Lundy - -	Bideford District	- -	- -	- -	- - -	- -	- -	—	—	—	—
Bideford District -	Cumberland Basin	- -	- -	2	14 4 6	- -	- -	- -	- - -	2	14 4 6
Cardiff - -	Kingroad - -	- -	- -	5	19 10 6	- -	- -	- -	- - -	5	19 10 6
	TOTAL - £.	- -	- -	713	3,968 3 4	- -	- -	726	3,887 10 9	1,439	7,855 14 1

	£. s. d.
Gross Amount of Pilotage Inwards in 1854 - - - - - - - - - - - - - -	7,855 14 1
Less Expenses paid by Pilots for Wages and Assistance up the River Avon - - - - - - -	3,107 2 8
NET - - - £.	4,748 11 5

* All vessels towed by steam from Kingroad to Cumberland Basin; no deduction of pilotage in consequence.

PORT OF BRISTOL—*continued.*

(2.)—OUTWARDS.

DISTANCES for which PILOTED, According to the different Distances in the Scale of Rates.		BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
		COASTERS.		OVERSEA.*		PRIVILEGED.		UNPRIVILEGED.*			
From.	To.	No. of Vessels.	Amount.	No. of Vessels.	Amount.	No. of Vessels.	Amount.	No. of Vessels.	Amount.	No. of Vessels.	Amount.
			£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
Cumberland Basin	Kingroad - -	- -	- -	15	19 13 6	- -	- -	- -	- - -	15	19 3 6
Cumberland Basin	Newport District	- -	- -	28	97 3 3	- -	- -	15	39 19 6	43	137 2 9
Cumberland Basin	Cardiff District -	- -	- -	78	224 2 3	- -	- -	57	153 11 6	135	377 13 9
Cumberland Basin	Bridgwater District.	- -	- -	- -	- - -	- -	- -	—	—	—	—
Cumberland Basin	Swansea District	- -	- -	4	26 11 -	- -	- -	- -	- - -	4	26 11 -
Cumberland Basin	Lundy - -	- -	- -	178	1,518 5 9	- -	- -	88	785 4 -	266	2,303 9 9
Kingroad - -	Newport District	- -	- -	2	3 4 -	- -	- -	1	1 - 6	3	4 4 6
Kingroad - -	Cardiff District -	- -	- -	4	6 4 6	- -	- -	3	3 - 6	7	9 5 -
Kingroad - -	Bridgwater District.	- -	- -	- -	- - -	- -	- -	—	—	—	—
Kingroad - -	Swansea District	- -	- -	1	4 4 -	- -	- -	- -	- - -	1	4 4 -
Kingroad - -	Lundy - -	The Coasting and Irish trade free of pilotage, and vessels under 80 tons optional.		30	202 15 -	- -	- -	35	195 3 -	65	397 18 -
Newport District -	Cardiff District -			- -	- - -	None privileged but the Coasting and Irish trade, as stated.		—	—	—	—
Newport District -	Bridgwater District.			- -	- - -			—	—	—	—
Newport District -	Swansea District			- -	- - -			—	—	—	—
Newport District -	Lundy - -			13	97 17 -	- -	- -	5	35 12 -	18	133 9 -
Cardiff District -	Bridgwater District.	- -	- -	- -	- - -	- -	- -	—	—	—	—
Cardiff District -	Swansea District	- -	- -	- -	- - -	- -	- -	—	—	—	—
Cardiff District -	Lundy - -	- -	- -	134	728 - 6	- -	- -	220	1,213 1 -	354	1,941 1 6
Bridgwater District.	Swansea District	- -	- -	- -	- - -	- -	- -	—	—	—	—
Bridgwater District.	Lundy - -	- -	- -	- -	- - -	- -	- -	—	—	—	—
Swansea District -	Lundy - -	- -	- -	- -	- - -	- -	- -	1	4 7 -	1	4 7 -
Cumberland Basin	Minehead -	- -	- -	1	2 - -	- -	- -	- -	- - -	1	2 - -
Holmes - -	Lundy - -	- -	- -	1	5 8 -	- -	- -	3	19 16 -	4	25 4 -
Coombe - -	Lundy - -	- -	- -	1	6 4 -	- -	- -	- -	- - -	1	6 4 -
	TOTAL - £.	- -	- -	490	2,941 2 9	- -	- -	428	2,450 15 -	918	5,391 17 9

	£. s. d.
Gross Amount of Pilotage Outwards in 1854 - - - - - - - - - - - - -	5,391 17 9
Less Expenses paid by Pilots for Wages and Assistance down the River Avon - - - - - - -	2,155 18 9
NET - - - £.	3,235 19 -

* All vessels towed by steam from Cumberland Basin to Kingroad; no deduction of pilotage in consequence.

No. 6.—ACCOUNT of the RECEIPT and EXPENDITURE of all MONIES received by or on behalf of the Town Council of *Bristol*, in respect of Pilots or Pilotage; for the Year ending 31 December 1854.

Dr.	£. s. d.
To amount of fees received from applicants for licences and certificates. (A fee of 1 *l.* 1 *s.* paid by each pilot at the granting of his licence, and which goes into the City Borough Fund.)	
To gross amount received for inward pilotage - -	7,855 14 1
To gross amount received for outward pilotage - -	5,391 17 9

Cr.	
By amount paid for salaries of haven master, clerk, and other officers, as follows:	
Paid by the Corporation of Bristol - - -	£. 100
,, Society of Merchants - - - -	150
Fees on ships piloted in and out, and varying in amount according to the number of arrivals and departures.	
By amount paid for rent of offices, &c. (Office accommodation supplied by the Society of Merchants without charge.)	
By amount paid for or in respect of pilot boats, buoys, &c. (The pilot vessels are all owned, equipped, and sailed by each pilot at his own expense, and I have no means of ascertaining this amount.)	
By amount paid for pensions or superannuations. (Pensions to decayed pilots are paid from a fund belonging to the Corporation of Bristol, over which they have the sole control.)	

19 January 1855. *John Drew*, Haven Master.

PORT OF BRISTOL—*continued.*

CARDIFF.

No. 1.—RETURN of all BYE-LAWS, REGULATIONS, ORDERS, or ORDINANCES relating to PILOTS or PILOTAGE in the *Cardiff* District, now in force within the Jurisdiction of the Town Council of *Bristol*, for the Year ending 31 December 1854.

BUTE DOCKS.

AT the Quarterly Meeting of the Council of the City of *Bristol*, held at the Council House in the said City, on Tuesday, the 8th day of May 1849.

BY virtue of two several Acts of Parliament, one thereof made and passed in the 47th year of the reign of his late Majesty King George the Third, intituled, "An Act for ascertaining and establishing the Rates of Wharfage, Cannage, Plankage, Anchorage, and Moorage to be received at the lawful Quays in the Port of Bristol, for the Regulation of the Crane-keepers in the said Port, and for the better Regulation of Pilots and Pilotage of Vessels navigating the Bristol Channel;" and the other thereof made and passed in the 5th and 6th years of the reign of his late Majesty King William the Fourth, intituled, "An Act to provide for the Regulation of Municipal Corporations in England and Wales;" the mayor, aldermen, and burgesses of the City of Bristol, in council now assembled, do make, constitute, ordain, and provide the following rules, orders, regulations, and ordinances for the management and government of all pilots employed in any pilot-boats, or other vessel or vessels, within the district in the Bristol Channel hereinafter mentioned and described; that is to say, within the limits of the Port of Cardiff, as defined and constituted under and by an Order of the Lords of Her Majesty's Treasury, bearing date on or about the 20th day of December 1847, and do fix and ascertain the rates and allowances to be received and taken by such pilots for the pilotage of vessels within such district, and the said mayor, aldermen, and burgesses now in council assembled, do ascertain and set down what penalties and forfeitures shall be incurred by persons breaking or evading such bye-laws, rules, regulations, and ordinances, or any of them.

1.—It is ordained, constituted, and appointed, that from henceforth there shall be paid and payable, to every pilot licensed for the district aforesaid, and employed in navigating or assisting any ship or vessel, not being a coasting vessel or Irish trader, within the district aforesaid, the following rates or fares; videlicet,

From the Bute Docks or River Ely, to any place within the district, and *vice versâ*—

	s.	*d.*	
Vessels under 9 feet draught water	1	6	per foot.
„ drawing 9 feet and under 12 feet	1	9	„
„ „ 12 feet and under 15 feet	2	–	„
„ „ 15 feet and upwards	2	6	„

2.—It is ordained, constituted, and provided, that no pilot shall demand or apply for payment of any note for pilotage until the same is approved of by the dockmaster for the time being of the Bute Docks, within the Port of Cardiff, and his approval testified by his signature thereto, that in all other matters relating to his conduct and duty as a pilot (except as hereinafter provided), every pilot licensed for the said district shall obey the orders and directions of the dockmaster for the time being of the said Bute Docks; and that every pilot who shall offend against this order, and also every pilot who shall conduct himself contemptuously, give abuse, or use improper language to the said dockmaster, or to any person or persons employing him, shall forfeit and pay for each offence any sum not exceeding 5*l.*, and shall for the second offence lose his licence, and be discharged from being a pilot for the said district.

3.—It is ordained, constituted, and provided, that each pilot licensed for such district shall regularly have at least one apprentice, and shall return to the dockmaster for the time being of the said Bute Docks the names of each and every apprentice he shall from time to time take, in order that a regular register may be kept of such apprentices; and if any such pilot shall neglect or refuse to make such return for three calendar months after he shall have taken any such apprentice, he shall forfeit and pay for such neglect any sum not exceeding 5*l.*

4.—It is ordained, constituted, and provided, that every pilot licensed for such district shall be required, during the period he shall hold such licence, to keep a proper and sufficient yawl or boat for the conduct of his business as such pilot, and that each such yawl or boat shall be registered with the dockmaster for the time being of the said Bute Docks, who shall fix and appoint a number for such yawl or boat, and that such number, three feet in length at least, shall be marked in black paint on the three lower sails of such yawl or boat; and that all pilots' yawls or boats be painted black, and be numbered on each bow with the proper number of such yawl or boat; and that the pilot's name be painted on the stern in large conspicuous letters; and that all pilots' yawls or boats shall carry a flag at the masthead, with black and white stripes, perpendicular, of the dimensions of three feet by four feet, which flag is to be constantly hoisted as a distinguishing mark; and that the owner or owners of each yawl or other boat which shall not be marked as aforesaid, shall forfeit and pay for each offence any sum not exceeding 5*l.*

5.—It is ordained, constituted, and provided, that each pilot shall, within one day after his return from each voyage, return to the dockmaster for the time being of the said Bute Docks, the number of the yawl or boat so returned, together with all material particulars of his voyage; and that each pilot who shall neglect to make such return, or shall make a false return, shall for each offence forfeit and pay any sum not exceeding 40*s.*

6.—It is ordained, constituted, and provided, that if any pilot, licensed for the said district, shall pass a vessel within such district, having a signal for a pilot flying, for the purpose of taking charge of any other ship or vessel, or on any other account, such pilot so offending shall forfeit and pay any sum not exceeding 5*l.*

7.—It is ordained, constituted, and provided, that every pilot, licensed for such district, who shall neglect his duty by not proceeding to the assistance of any vessel coming into or going out of the said district, unless prevented by illness or by the loss of his vessel, shall forfeit and pay, for the first offence the sum of 5*l.*, and for the second offence shall lose his licence and right to act as a pilot.

8.—It is ordained, constituted, and provided, that if any pilot shall refuse to put to sea on being directed so to do by the dockmaster for the time being of the said Bute Docks, such dockmaster shall immediately report his conduct to the mayor, aldermen, and burgesses, in order that they may, if they think proper, deprive him of his licence.

9.—It

PORT OF BRISTOL—CARDIFF—*continued.*

9.—It is ordained, constituted, and provided, that any pilot licensed for the said district convicted of having participated in or connived at any plunder or other illegal act committed on board any ship or vessel within the said district shall be irrevocably struck from the list of licensed pilots.

10.—It is ordained, constituted, and provided, that any pilot licensed for the said district who shall take or continue in charge of any vessel, or in any manner act as a pilot, in any part of the Bristol Channel, without the limits of the said district, or receive any compensation for acting as a pilot without the limits of the said district when any pilot licensed for the Bristol Channel shall be at hand to take charge of such vessel, or after any such last-mentioned pilot shall have offered to take charge of such vessel, or shall do or omit to do any act whereby any such last-mentioned pilot shall be prevented from or obstructed in taking charge of any vessel in any part of the Bristol Channel without the limits of the said district, shall for any such offence lose his licence and right to act as a pilot.

By order of the Council,

Dan. Burges, jun., Town Clerk.

And the said mayor, aldermen, and burgesses, by virtue of the powers vested in them in and by a certain other Act of Parliament, made and passed in the seventh year of the reign of his late Majesty King William the Fourth, intituled, "An Act for the better administration of Justice in certain Boroughs," do hereby sanction and approve of the said bye-laws, rules, regulations, and ordinances, rates and allowances, and do order such sanction and approbation to be verified, by affixing the common seal of the said mayor, aldermen, and burgesses thereto.

EXTRACTS from the Act of Parliament 47 Geo. 3, for the better Regulation of Pilots and Pilotage of Vessels navigating the *Bristol* Channel.

AND be it further enacted, that from and after the 1st day of October next after the passing of this Act, all vessels sailing, navigating, or passing up, down, or upon the Bristol Channel to the eastward of Lundy Island, except coasting vessels and Irish traders, shall be conducted, piloted, and navigated by pilots duly authorised and licensed by the mayor, burgesses, and commonalty of the said city of Bristol, by warrant under their corporate seal; and that the master, owner or owners of every ship or vessel which shall be navigated in the limits aforesaid, without a pilot licensed as aforesaid, shall forfeit double the sum which would have been demandable for the pilotage of such ship or vessel, together with 5*l.* for every 50 tons burthen of such ship or vessel.

And be it further enacted, that no person shall take charge of any vessel, or in any manner act as a pilot, or receive any compensation for acting as a pilot within the limits aforesaid, unless authorised by licence under the seal of the said mayor, burgesses, and commonalty (which licence it is hereby declared shall express the name of the pilot so acting and the district aforesaid); and no such pilot shall act without having his licence at the time of his so acting in his personal custody, ready to be produced, which shall actually be produced to any person who shall lawfully require to see the same, or shall act in the British seas out of the limits expressed in his licence, on pain of forfeiting a sum not exceeding 10*l.* for the first offence, and for any second or subsequent offence any sum not exceeding 20*l.*

Provided always, and be it further enacted, that it shall be lawful for any licensed pilot to supersede any person not licensed as a pilot in the charge of any ship or vessel within the limits aforesaid; and every master who shall, within the limits aforesaid, continue any person not licensed, as hereinbefore mentioned, after any pilot licensed as aforesaid to act within the said limits shall have offered to take charge of such ship or vessel, and every person assuming or continuing in the charge or conduct of any ship or vessel within the limits aforesaid without being duly licensed, as hereinbefore mentioned, after any other pilot licensed as aforesaid shall have offered to take charge thereof, shall respectively forfeit for every such offence a sum not exceeding 10*l.*

And be it further enacted, that every pilot licensed under this Act who shall refuse to take charge of any ship or vessel, or who shall exact any fee or reward beyond the established rules of pilotage in the said channel, or who shall quit any ship or vessel, or decline the pilotage thereof, after he shall have been engaged or gone alongside thereof, without leave of the owner, master, captain, or person having the chief command of such ship or vessel, or before the service shall have been performed for which he was hired, or shall by drunkenness render himself incapable of conducting such ship or vessel, or shall negligently, ignorantly, or wilfully run such ship or vessel on shore, or shall, by misdirection or otherwise, do any injury to the same or to the tackle or furniture thereof, or shall lend his licence or warrant to any unlicensed person, to enable or assist him in acting or claiming to act as a licensed pilot, shall forfeit for every such offence any sum not exceeding 20*l.*, and shall be liable to be dismissed from being a pilot, at the discretion of the said corporation.

And be it further enacted, that all sums of money which shall become due to any licensed pilot for pilotage, or by way of compensation or allowance for any services performed in the said Bristol Channel, shall and may be recovered from the owners or masters of ships or vessels, or the owners, consignees or agents thereof (as the case may be) who have paid or made themselves liable to pay any other charges for such ship or vessel in the port of her delivery, and shall and may be levied and recovered in such and the like manner, according to the amount of any such sum of money respectively, as any penalty or penalties may be recovered and levied under the provisions hereof, demand thereof in writing being made at least five days before any such levy.

And be it further enacted, that all fines, penalties, and forfeitures by this Act imposed or to be imposed by any bye-law or bye-laws made under the authority thereof, the manner of levying and recovering whereof is not before directed, not exceeding 20*l.*, or in respect of which any sum less than 20*l.* may be awarded, at the discretion of the justice or justices hearing the offence, may be levied and recovered, within six calendar months after the offence or offences committed, before any justice or justices of the peace for the county, city, division, or place where the offence shall be committed; or if committed by any pilot, or person or persons claiming or who shall have claimed to act as a pilot or pilots, before any justice of the peace or magistrate of the said city and county of Bristol, or of the city, town, or port to which such pilot shall belong; or if committed by any owner or master of any ship or vessel, by any justice of the peace or magistrate of the said city and county of Bristol, or of the city, town, or port at which such owner or owners or master shall reside, or to which the ship of such owner or master shall belong; and such justice or justices is and are hereby authorised and required, upon information exhibited or complaint made, to grant a warrant to bring before him or them such offender or offenders at the time and place in such warrant specified; and if, on the conviction of the offender or offenders respectively, or on his, her, or their confession on oath (which oath such justice or justices is and are hereby empowered to administer), such fine, penalty, or forfeiture shall not be forthwith paid, it shall and may be lawful to and for

PORT OF BRISTOL—CARDIFF—*continued.*

for such justice and justices to commit any such offender to the common gaol or house of correction for the county, city, or place where the offences shall be committed; or in case the same shall be committed by any pilot, then of the county, city, or place to which such pilot shall belong or shall be apprehended, there to remain without bail or mainprize for any time not exceeding three calendar months, nor less than 21 days, unless such fine, penalty, or forfeiture, and all reasonable charges attending the recovery thereof, shall be sooner paid: provided always, that no justice or magistrate shall in any case award a sum ~~not~~ exceeding 20*l.*

N.B.—Coasting vessels and Irish traders are not compelled to take pilots; but should they choose to do so, the authorities of the Bute Docks will not sanction any higher charges than those for similar services at the port of Newport, which are as follows; viz.

From the Bute Docks to Penarth Roads, and *vice versâ*—

	s.	*d.*	
Vessels under 9 feet draught of water - - - - - -	–	9	per foot.
„ drawing 9 feet and under 12 feet - - - - - -	1	–	„
„ drawing 12 feet and under 15 feet - - - - - -	1	3	„
„ drawing 15 feet and upwards - - - - - -	1	6	„

*** The pilotage charges are to be paid at the Bute Dock Office.

Nos. 2 & 3.—RETURN of the NAMES and AGES of all PILOTS and APPRENTICES licensed or authorised to act by the Town Council of Bristol for the *Cardiff* District, and of all PILOTS or APPRENTICES acting mediately or immediately under such Council, for the said District, whether so licensed or not, with the Service for which each PILOT or APPRENTICE is licensed; for the Year ending 31 December 1854.

NAMES OF PILOTS.	Age on last Birthday.	Whether Licensed or Authorised.	Service for which Licensed or Authorised to Act.	NAMES of APPRENTICES.	Age on last Birthday.
William Phillips - -	60	Yes - -	Cardiff District.	John Rees - - -	15
Edward Harris - -	51				
John Harris - - -	25			Henry Harris - -	15
Thomas Steele - - -	42				
Richard Scudamore - -	49			John Steele - - -	17
James Lucas - - -	64				
John Davies - - -	37			James Tamplin - -	16
William White - -	33				
Thomas Rosser - -	28			William Primes - -	19
David Roberts - -	30				
David Howells - -	55			Robert M'Kreet - -	16
David Morse - - -	32				
Benjamin Morgan - -	30			Thomas Richards - -	18
Owen Williams - -	38				
John Morse - - -	30			Thomas Thomas - -	15
Elias Morgan - - -	26				
William Evans - -	26			Horatio Davies - -	14
John Tamplin - - -	28				
James Parry - - -	53			David Williams - -	15
Thomas Thomas - -	43				
John Davies - - -	45				
Llewellyn Francis - -	39				
John Richards - -	29				
David Williams - -	51				
Benjamin Evans - -	40				
Edward Head - - -	51				
Blandford Lucas - -	27				
John Davies - - -	31				
Joseph Kelly - - -	28				
William Skirling - -	26				

No. 4.—RETURN of the RATES of PILOTAGE now in force, including the Rates and Descriptions of all Charges upon Shipping made for or in respect of Pilots or Pilotage at the District of *Cardiff*; for the Year ending 31 December 1854.

THESE particulars are stated in the bye-laws, *see* page 98.

PORT OF BRISTOL—CARDIFF—*continued.*

No. 5.—RETURN of the TOTAL AMOUNT received for PILOTAGE of VESSELS Into and Out of the District of *Cardiff*, distinguishing the Amounts received from British Vessels and from Foreign Vessels respectively, and the several Amounts received in respect of Vessels paying different Rates of Pilotage, and the several Amounts received for the several Classes of Service rendered by Pilots, together with the Number of the Vessels of each of the Classes paying such Amounts as aforesaid; for the Year ending 31 December 1854.

(1.)—INWARDS.

DISTANCES for which PILOTED, According to the different Distances in the Scale of Rates.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
	COASTERS.		OVERSEA.*		PRIVILEGED.		UNPRIVILEGED.*			
	No. of Vessels.	Amount.	No. of Vessels.	Amount.	No. of Vessels.	Amount.	No. of Vessels.	Amount.	No. of Vessels.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Pennarth Roads to Bute Docks	The Coasting and Irish trade free of pilotage, and vessels under 80 tons optional.		447	379 10 9	None privileged but the Coasting and Irish trade, as stated.		1,285	953 15 9	1,732	1,333 6 6

	£. s. d.
Gross Amount of Pilotage Inwards in 1854	1,333 6 6
Less Expenses paid by Pilots for Wages and Assistance	123 1 –
NET £.	1,210 5 6

(2.)—OUTWARDS.

From Bute Docks to Pennarth Roads	The Coasting and Irish trade free of pilotage, and vessels under 80 tons optional.	447	700 7 10	None privileged but the Coasting and Irish trade, as stated.	1,282	1,613 6 8	1,729	2,313 14 6

	£. s. d.
Gross Amount of Pilotage Outwards in 1854	2,313 14 6
Less Expenses paid by Pilots for Wages and Assistance	221 5 –
NET £.	2,092 9 6

* All vessels towed by steam from Pennarth Roads to Bute Docks, and *vice versâ*; no deduction of pilotage in consequence.

No. 6.—ACCOUNT of the RECEIPT and EXPENDITURE of all MONIES received by or on behalf of the Town Council of *Bristol*, for the District of *Cardiff*, in respect of Pilots or Pilotage; for the Year ending 31 December 1854.

	£. s. d.
To Gross Amount received for Inward Pilotage	1,333 6 6
To Gross Amount received for Outward Pilotage	2,313 14 6

Shirehampton, Port of Bristol, 19 January 1855.

John Drew Haven Master.

PORT OF CHESTER.

No. 1.—RETURN of all Bye-laws, Regulations, Orders, or Ordinances relating to Pilots or Pilotage now in force within the Jurisdiction of the Pilotage Authorities of the Port of *Chester*; for the Year ending 31 December 1854.

There are no bye-laws or regulations, &c. except such as are in the Point of Air Lighthouse Act.

Nos. 2 & 3.—RETURN of the Names and Ages of all Pilots and Apprentices licensed or authorised to act by the Pilotage Authorities of the Port of *Chester*, and of all Pilots or Apprentices acting mediately or immediately under such Authorities, whether so licensed or not, with the Service for which each Pilot or Apprentice is licensed; for the Year ending 31 December 1854.

NAMES OF PILOTS.	Age on last Birthday.	Whether Licensed or Authorised.	Service for which Licensed or Authorised to Act.	APPRENTICES.
John Jones	41	Yes	For the Port of Chester, under the Point of Air Lighthouse and Pilotage Trust.	None.
John Bennion	40			
Benjamin Bennett	53			
Benjamin Bennett, jun.	Unknown			
William Hewitt	25			
John Bennett	31			
Stephen Hewitt	35			
John Price	52			
William Price	Unknown			
William Bithell	Unknown			
John Evans	Unknown			
Thomas Bithell	54			
Robert Williams	Unknown			

No. 4.—RETURN of the Rates of Pilotage now in force, including the Rates and Descriptions of all Charges upon Shipping made for or in respect of Pilots or Pilotage at the Port of *Chester*; for the Year ending 31 December 1854.

Rates of Pilotage per Foot, Inwards and Outwards.	British Foreign Vessels.	Alien Vessels.	Coasters and Irish Traders.
	£. s. d.	£. s. d.	£. s. d.
From Sea or Hoylake to Flint, Bagillt, or Mostyn	– 5 –	– 6 6	—
Ditto ditto to Connah's Quay	– 6 –	– 7 –	—
Ditto ditto to Aston, Sandycroft, or Chester	– 7 –	– 9 –	—
From Sea or Hoylake to Flint, Bagillt, or Mostyn	– – –	– – –	– 2 6
Ditto ditto to Aston Quay, Mostyn, or Sandycroft	– – –	– – –	– 3 –
Ditto ditto to Chester	– – –	– – –	– 3 6
From the Wild Roads to Flint, Bagillt, or Mostyn	– 4 –	– – –	– 1 6
Ditto ditto to Connah's Quay, Aston, or Sandycroft	– 5 –	– – –	– 2 6
Ditto ditto to Chester	– 6 –	– – –	– 3 –
One shilling more per foot to be charged in winter, viz. from 1st October to 31st March.			
From Chester to Aston and Sandycroft to Connah's Quay	– 1 –	– 2 –	– – 6
,, Connah's Quay to Bagillt or Flint	– 1 –	– 1 6	– – 6
,, Flint or Bagillt to Parkgate or Dawpool	– 2 –	– 2 6	– 1 –

Also 5*s*. per day for each day the Pilot is kept on board at the request of the master. Any pilot taking or agreeing to take less than the above rate, shall on proof before five of the trustees, have his licence recalled and be deemed incapable of ever being licensed again.

PORT OF CHESTER—*continued.*

No. 5.—RETURN of the TOTAL AMOUNT received for PILOTAGE of VESSELS Into and Out of the Port of *Chester*, distinguishing the Amounts received from British Vessels and from Foreign Vessels respectively, and the several Amounts received in respect of Vessels paying different Rates of Pilotage, and the several Amounts received for the several Classes of Service rendered by Pilots, together with the Number of the Vessels of each of the Classes paying such Amounts as aforesaid; for the Year ending 31 December 1854.

By order of the trustees I sent a circular to each pilot, requiring them to furnish me with the necessary particulars, to enable the trustees to make the returns required by the Act. They either could not or would not make any returns, and the Commissioners will deprive them all of their licences the latter end of this month, and grant fresh ones to those only who will undertake to make the proper returns.

7 May 1855. *Denis Sweeny*, Clerk.

N. B.—The majority of the trustees are anxious that the pilots should be placed under the control of the Trinity House.—*D. S.*

No. 6.—ACCOUNT of the RECEIPT and EXPENDITURE of all MONIES received by or on behalf of the Pilotage Authorities of the Port of *Chester*, in respect of Pilots or Pilotage; for the Year ending 31 December 1854.

AMOUNT of fees received from applicants for licences and certificates, two years - - - - 10*s.*

There is no salary, and the only source to pay any expenses is from the charge for licensing the pilots, which has been received only once in three years, the pilots having been licensed for that period. I have an account for printing, postages, attending meetings, &c. &c. of several pounds, and no funds to pay it with.

6 February 1855. *Denis Sweeny*, Clerk, *pro tem.*

PORT OF CLAY.

No. 1.—RETURN of all BYE-LAWS, REGULATIONS, ORDERS, or ORDINANCES relating to PILOTS or PILOTAGE now in force within the Jurisdiction of the Blakeney Harbour Company; for the Year ending 31 December 1854.

PILOTS or pilotage is under the authority of an Act of Parliament passed 10th July 1817, 57 Geo. 3, intituled, "An Act for improving the Harbour of Blakeney, within the Port of Blakeney and Clay, in the county of Norfolk."

Nos. 2 & 3.—RETURN of the NAMES and AGES of all PILOTS and APPRENTICES licensed or authorised to act by the Blakeney Harbour Company, and of all PILOTS or APPRENTICES acting mediately or immediately under such Company, whether so licensed or not, with the Service for which each PILOT or APPRENTICE is licensed; for the Year ending 31 December 1854.

NAMES OF PILOTS.	Age on last Birthday.	Whether Licensed or Authorised.	Service for which Licensed or Authorised to Act.	APPRENTICES.
Edmund Dew - - -	65	Yes; viz. "The Blakeney Harbour Company."	For piloting vessels in and out of Blakeney and Clay Harbour.	None.
James Spooner - - -	62			
Wells Penten - - -	61			
Edward Baines - - -	41			
John Johnson - - -	52			
Henry Dew - - - -	32			
James Spooner, jun. - -	40			
Frederick Warnes - - -	43			

PORT OF CLAY—*continued.*

No. 4.—RETURN of the RATES of PILOTAGE now in force, including the Rates and Descriptions of all Charges upon Shipping made for or in respect of Pilots or Pilotage at the Port of *Clay*; for the Year ending 31 December 1854.

From the 11th October exclusive, to the 6th April inclusive, 1 *s.* 6 *d.* per foot.

From the 6th April exclusive, to the 11th October inclusive, 1 *s.* 3 *d.* per foot.

From the said port or harbour to the town of Blakeney, and thence to the said port or harbour, 2 *s.* 6 *d.* for each tideswork at all times of the year.

Upon foreign ships double the above rate.

No. 5.—RETURN of the TOTAL AMOUNT received for PILOTAGE of VESSELS Into and Out of the Port of *Clay*, distinguishing the Amounts received from British Vessels and from Foreign Vessels respectively, and the several Amounts received in respect of Vessels paying different Rates of Pilotage, and the several Amounts received for the several Classes of Service rendered by Pilots, together with the Number of the Vessels of each of the Classes paying such Amounts as aforesaid; for the Year ending 31 December 1854.

(1.)—INWARDS.

DISTANCES for which PILOTED, According to the different Distances in the Scale of Rates.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
	COASTERS.				PRIVILEGED.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No. of Vessels.	Amount.	No. of Vessels.	Amount.	No. of Vessels.	Amount.	No. of Vessels.	Amount.	No. of Vessels.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Harbour - -	196	99 1 3	31	18 6 6	6	3 11 3	2	– 18 9	235	121 17 9

(2.)—OUTWARDS.

From Harbour to Sea - -	160	69 7 6	54	28 8 –	6	2 8 –	1	– 10 –	221	100 13 6

No. 6.—ACCOUNT of the RECEIPT and EXPENDITURE of all MONIES received by or on behalf of the Blakeney Harbour Company, in respect of Pilots or Pilotage; for the Year ending 31 December 1854.

Dr.	£. s. d.	*Cr.*	£. s. d.
To gross amount received for inward pilotage - - - - - -	121 17 9	By amount paid or received by the under-mentioned pilots for their services:	
		Edmund Dew - - - -	27 16 4 3/4 & 4/8
To gross amount received for outward pilotage - - - - - -	100 13 6	James Spooner - - - -	27 16 4 3/4 „ 4/8
		Wells Penten - - - - -	27 16 4 3/4 „ 4/8
		Edward Baines - - - -	27 16 4 3/4 „ 4/8
		John Johnson - - - -	27 16 4 3/4 „ 4/8
		Henry Dew - - - - -	27 16 4 3/4 „ 4/8
		James Spooner, junior - - -	27 16 4 3/4 „ 4/8
		Frederick Warnes - - - -	27 16 4 3/4 „ 4/8
£.	222 11 3	£.	222 11 3

31 January 1855.

Thos. W. Bacon, Clerk.

PORT OF DOUGLAS, ISLE OF MAN.

No. 1.—RETURN of all Bye-laws, Regulations, Orders, or Ordinances relating to Pilots or Pilotage now in force within the Jurisdiction of the Commissioners of Harbours, *Douglas, Isle of Man*; for the Year ending 31 December 1854.

Sect. 20.—That no person shall act as a pilot for the piloting of any ship or vesse into any bay, or into any port or harbour of this Isle, without having a commission from two or more of the Commissioners of Harbours; which said commission is to be granted without fee or reward to every person applying for the same, on his producing a certificate of his being duly qualified to act, from the committee hereinafter mentioned, and giving security for his good behaviour in the sum of 50*l*. And that no person shall attempt to pilot any ship or vessel in any of the bays, or into any of the harbours of this Isle, without such commission as aforesaid, on penalty of 10*l*. Provided always, that this law shall not be construed to extend to authorised or commissioned pilots taken on board on the high seas, or in any port or harbour in Great Britain or Ireland, nor to the compelling of any British ship or vessel to employ or pay for a pilot, unless the master or other person having charge of such ship or vessel has by signal or otherwise signified his desire for the assistance of a boat or pilot.

Sect. 21.—That the Commissioners of Harbours, or a majority of them, shall appoint two intelligent ship-masters, who, together with the pier-master, shall form a committee to examine such person or persons as may be desirous of acting as a pilot or pilots as aforesaid, and who (if after due examination they find such person or persons qualified) shall grant a certificate of such qualification accordingly; which certificate must be produced to the Commissioners of Harbours previous to their giving any commission to pilot vessels as aforesaid.

Richard Quirk,
22 January 1855. Chairman of Commissioners of Harbours.

Nos. 2. 3.—RETURN of the Names and Ages of all Pilots or Apprentices licensed or authorised to act by the Commissioners of Harbours, *Douglas, Isle of Man*, and of all Pilots or Apprentices acting mediately or immediately under such Commissioners, whether so licensed or not, with the Service for which each Pilot or Apprentice is licensed; for the Year ending 31 December 1854.

NAMES OF PILOTS.	Age on last Birthday.	Whether Licensed or Authorised.	Service for which Licensed or Authorised to Act.	APPRENTICES.
Joseph Hogg	40	Yes	The service for which the pilots are authorised is for and within the limits of the Port of Douglas.	None.
William Proctor	38			
William Quirk	28			
William Cowell	26			
William Bridson	57			
Thomas Cannell	47			
Robert Kewley	52			
Charles Skelly	37			
John Skelly	46			
Joseph Kewley	36			
John Costain	35			
Robert Bredson	54			
George Brooks	67			

26 January 1855. *John Clague*, Harbour Master, Douglas.

No. 4.—RETURN of the Rates of Pilotage now in force, including the Rates and Descriptions of all Charges upon Shipping made for or in respect of Pilots or Pilotage at the Ports of *Douglas, Isle of Man*; for the Year ending 31 December 1854.

	s.	d.		s.	d.
For all vessels under 40 tons, per register	2	–	pilotage	5	–
For a boat, with four men attending, additional	3	–	„		
For all vessels from 40 tons, but under 60 tons, per register	3	–	pilotage	7	–
For a boat, with four men attending, additional	4	–	„		
For all vessels from 60 tons, but under 100 tons, per register	7	6	pilotage	13	–
For a boat, with four men attending, additional	5	6	„		
For all vessels of 100 tons and upwards, per register	13	–	pilotage	20	–
For a boat, with four men attending, additional	7	–	„		

Richard Quirk,
22 January 1855 Chairman of Commissioners of Harbours.

PORT OF DOUGLAS, ISLE OF MAN—*continued.*

No. 5.—RETURN of the TOTAL AMOUNT received for PILOTAGE of Vessels Into and Out of the Port of *Douglas, Isle of Man*; distinguishing the Amounts received from British Vessels and from Foreign Vessels respectively, and the several Amounts received in respect of Vessels paying different Rates of Pilotage, and the several Amounts received for the several Classes of Service rendered by Pilots, together with the Number of the Vessels of each of the Classes paying such Amounts as aforesaid; for the Year ending 31 December 1854.

(1.)—INWARDS.*

DISTANCES for which PILOTED, According to the different Distances in the Scale of Rates.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
	COASTERS.		OVERSEA.		PRIVILEGED.		UNPRIVILEGED.			
	No. of Vessels.	Amount.	No. of Vessels.	Amount.	No. of Vessels.	Amount.	No. of Vessels.	Amount.	No. of Vessels.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From one to four miles at sea to Douglas Harbour	74	53 6 –	–	– – –	34	34 – –	–	– – –	108	87 6 –

(2.)—OUTWARDS.*

From Douglas Harbour to the extreme point of Douglas Head, between a quarter of a mile and half a mile	18	9 15 –	–	– – –	9	8 17 –	–	– – –	27	18 12 –

* From the nature of the accounts kept by the pilots, a more particular return cannot be given.

26 January 1855.

John Clague, Harbourmaster, Douglas.

No. 6.—ACCOUNT of the RECEIPT and EXPENDITURE of all MONIES received by or on behalf of the Commissioners of Harbours, *Douglas, Isle of Man*, in respect of Pilots or Pilotage; for the Year ending 31 December 1854.

To gross amount received for inward pilotage - - - - £. 87 6 –
Ditto - - - - - - outward pilotage - - - - 18 12 –

22 January 1855.

Richard Quirk,
Chairman of Commissioners of Harbours.

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL.

No. 1.—RETURN of all BYE-LAWS, REGULATIONS, ORDERS, or ORDINANCES relating to PILOTS or PILOTAGE now in force within the Jurisdiction of the *Corporation of Trinity House of Kingston-upon-Hull*; for the Year ending 31 December 1854.

EAST COAST PILOTAGE.

THE pilots for this district are the Younger Brethren of the Corporation of the Trinity House of Kingston-upon-Hull.

The following are the RATES of PILOTAGE for Ships and Vessels belonging to Subjects of Great Britain.

	SUMMER RATE, from 31 March to 30 September.	WINTER RATE, from 30 September to 31 March.
	£. s. d.	£. s. d.
From the Humber to the Downs - - - - -	– 10 – per foot	– 12 6 per foot.
Ditto - - - - the Nore - - - - -	– 8 – „	– 10 6 „
Ditto - - - - Yarmouth - - - - -	– 5 – „	– 6 6 „
Ditto - - - - Bridlington - - - - -	– 3 – „	– 4 – „
Ditto - - - - Stockton - - - - -	– 5 – „	– 6 6 „
Ditto - - - - Sunderland - - - - -		
Ditto - - - - Shields - - - - -		
Ditto - - - - Leith - - - - - -	– 8 – „	– 10 6 „

Ships and vessels belonging to aliens to pay 2*s.* 6*d.* per foot in addition to the above rates.

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—*continued.*

Ships and vessels drawing less than 10 feet water to pay for 10 feet.

And for ships and vessels piloted by any of the said pilots from the entrance of the Humber to Boston and Lynn Deeps, belonging to subjects of Great Britain, 8 *s.* per foot; and for those belonging to aliens, 10 *s.* 6 *d.* per foot.

Ships and vessels drawing less than eight feet water to pay for eight feet.

EXTRA COASTING PILOTAGE.

THE extra coasting pilots are not Younger Brethren like the last-mentioned pilots, but are appointed and licensed by the Corporation of the Trinity House of Kingston-upon-Hull.

The following are the RATES of PILOTAGE.

For ships and vessels belonging to Her Majesty's subjects piloted or liable to be piloted from the entrance of the Humber, or the Northness of Dimlington, bearing west through Boston or Lynn Deeps, or as far as Blakeney, the sum of 8 *s.* for every foot of the draught of water thereof, and so in proportion for half a foot.

For ships and vessels belonging to Her Majesty's subjects, whether laden or light, piloted or liable to be piloted from St. Edmund's Ness on the coast of Norfolk, from the High Horn Beacon, from Wisbech Eye, and from the Lower Roads of Lynn northward to the Northness of Dimlington, bearing west or southward to Wintertonness, the sum of 8 *s.* for each and every foot of the draught of water thereof, and so in proportion for half a foot.

For ships and vessels belonging to Her Majesty's subjects, whether laden or light, piloted or liable to be piloted within the aforesaid limits from Sutton to Boston or Lynn Deeps, or as far as Blakeney, the sum of 7 *s.* for each and every foot of the draught of water thereof, and so in proportion for half a foot.

For ships and vessels belonging to Her Majesty's subjects, whether laden or light, piloted or liable to be piloted within the aforesaid limits from Skegness to Boston or Lynn Deeps, or as far as Blakeney, the sum of 6 *s.* for each and every foot of the draught of water thereof, and so in proportion for half a foot.

For ships and vessels not belonging to Her Majesty's subjects, whether laden or light, piloted or liable to be piloted within the limits, and as aforesaid, the further sum of 2 *s.* 6 *d.* in addition to the above several rates for each and every foot of the draught of water thereof, and so in proportion for half a foot.

For all ships and vessels, whether laden or light, piloted or liable to be piloted as aforesaid for any intermediate distance between the places aforesaid, a proportionate rate.

All ships and vessels piloted or liable to be piloted as aforesaid, drawing less than eight feet water, to be deemed and considered as drawing eight feet, and to pay accordingly.

HUMBER PILOTAGE.

THE Humber pilots are appointed and licensed by the Corporation of the Trinity House of Kingston-upon-Hull, and being so licensed, are subject to the provisions contained in the Act 2 & 3 Will. 4, c. 105, "for better regulating the Pilotage of the Port of Kingston-upon-Hull, and of the River Humber, and for other purposes relating thereto," and to the orders, rules, and bye-laws made in pursuance of the said Act by the Commissioners for executing the same.

The following are the RULES, BYE-LAWS, and REGULATIONS made and established by the said Commissioners.

MASTERS OF PILOT BOATS.

THAT the master of every pilot boat do keep constantly hung up, and from time to time continued and renewed, in some conspicuous part of his pilot boat, a copy of all bye-laws, rules and orders made by the Commissioners for the regulation of the pilots, on pain of forfeiting for every neglect the sum of 20 *s.*

That the master of every pilot-boat on the down station shall keep a regular journal of each day's proceedings, wherein he is to insert the particulars of any abusive or ill language given or made use of to him by any of his boat's crew, of the neglect of any pilot in not returning by the first opportunity down to the pilot-boat after bringing a ship up to Hull, and of all and every other acts of disobedience, negligence, or ill-behaviour practised by any of the pilots under his command; the names of all ships on board which pilots are put, the name of the pilot, and the place at which boarded, with the bearings of the land or floating light, as the case may be; the names of all vessels out of which pilots shall be taken, and the names of the pilots; the soundings of the sands and shoals in the Humber, and at the entrance, with the marks of the buoys thereon, and to note any change or alteration therein. The master to deliver his journal, on his arrival at Hull, to the commodore, who is required to lay the same before the Commissioners at their then next meeting. Any master neglecting or omitting to keep a correct account of the matters aforesaid, or to deliver his journal to the commodore, to be subjected to a penalty not exceeding 5 *l.*

That the master of each pilot-boat on the sea station do keep an account of all moneys received by him or by any of the pilots under his command, for pilotage or other remuneration paid or payable to them under the provisions of the Act, and do deliver such account to the commodore immediately on his return to Hull, and do pay over all moneys received by him to the clerk.

That a regular watch be kept on board each pilot-boat during the night when on the sea station, on pain of the master forfeiting 20 *s.*, and each and every of the crew forfeiting the sum of 10 *s.*

That the masters of the pilot-boats on the down station shall remain on their station until they are relieved by the pilot-boat next in rotation, the masters exchanging certificates of the time and place of the commencement and expiration of the stations of each cutter.

That the masters of the up-station boats shall take their turn in regular rotation, week by week, in going with or sending the pilot-boats down the Humber as often as any ships are going down to sea, to take the pilots out of such ships;

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—*continued.*

ships; and after putting the down station pilots on board the pilot-boats below, to return to Hull with the up-station pilots.

That the masters of the pilot-boats on the upper station shall attend the pilot-office four times a day to receive orders.

That the masters of the pilot-boats on the down station shall send on board ships and vessels of large burthen their most experienced pilots.

That the master of each pilot-boat shall be appointed by the Commissioners, and be paid, in addition to the share of the pilots' earnings, the sum of 10 *l.* per annum out of the outward pilotage, by quarterly payments.

That the master of any pilot-boat not immediately employed, upon notice from the warden of the Trinity House through the commodore, shall take down or bring up any of the buoys in the Humber, on being paid such reasonable compensation as the Commissioners shall direct.

That in future the masters of the pilot-boats shall, once in every month, report to the Commissioners the effective state of their respective crews.

PILOTS.

That no pilot under suspension be employed on board any of the pilot-boats during such suspension. Any master of a pilot-boat employing such pilot to forfeit 5 *l.* for every offence.

That in case any pilot shall feign illness, or be prevented from attending his duty by illness brought on through his own misconduct, 25 per cent. shall be deducted from his earnings during the period of his absence from duty, and the sum so deducted to be carried to the general funds of the office.

The pilots are strictly required to afford every assistance in their power to any pilot-boat in distress, and in case of their neglecting or refusing so to do, to forfeit 5 *l.* each for every offence.

That in case any pilot be taken on board any of the pilot-boats to which he shall not have been appointed by the Commissioners, such pilot shall be subject for the time being to the command of the master of such boat.

That the pilots shall take charge of vessels outward bound, and proceed with the same at any hour when, from the state of the wind and weather, the commodore shall be of opinion the pilot can take the vessel to a safe roadstead during daylight.

That the pilots, after being discharged from serving ships, whether inward or outward bound, shall attend forthwith at the pilot office to report themselves to the commodore.

That all the pilots on the up station shall attend every day at the pilot office at tide time, on pain of being fined for every omission the sum of 5 *s.* for the first offence, and afterwards at the discretion of the Commissioners.

That the pilots on the sea station shall, from time to time, take the soundings of the several sands and shoals within and near the entrance of the Humber, and the marks of the buoys thereon; the masters of the pilot-boats, on their return to Hull, to report the state thereof to the Commissioners, in order that the alterations which may from time to time happen may be examined and made public.

That the superannuated pilots be required to attend at the Pilot Office daily, in rotation, at such hours as the commodore may direct, and to receive and obey his directions.

That if any Humber pilot shall induce or recommend any master of a vessel to sign a note from any place but that at which such vessel shall have been actually boarded by such Humber pilot, such pilot shall, on the same being proved to the satisfaction of the Commissioners, be fined any sum the Commissioners shall think proper, not exceeding the sum of 5 *l.*

That if any Humber pilot shall take any employment without the direction of the commodore for the time being, he shall for every such offence forfeit and pay the sum of 20 *s.*

PILOT-BOATS.

That the pilots belonging to each pilot-boat, when they are not particularly engaged as pilots, shall attend to take care of the respective pilot-boats to which they shall be appointed when at anchor in Hull Roads or any other place where attendance shall be necessary, and at all times to be assisting in the cleaning, trimming, and keeping in order the vessels, and in attending on carpenters or workmen when under repair, on pain, in case of refusal or neglect, not only of paying out of their share the wages of the persons the owners shall think proper to employ in place of the pilots so refusing or neglecting to attend, but also of being subject to the forfeiture of 40 *s.* for each offence.

That three of the pilot-boats shall be constantly employed on the down station, one of them to cruise, as well by night as by day, off Dimlington; one between the New Sand Buoy and Donna Nook; and the other between the Spurn Point and Grimsby, and to change stations alternately.

That each pilot-boat shall be painted with black sides, and a white streak of the breadth of six inches next the gunwale; the number of the boat to be painted on each bow in black, on a white ground, not less than four feet square, the figure to be not less than three feet in length; the name of the master to be painted in broad white letters of three inches in length, on a black ground, across the stern, clear of the archboard; the distinguishing flag to be half red and half white, in horizontal stripes, the uppermost to be white, and the flag to be of the length of six feet, and of the breadth of four feet.

That in future, when any allowance is made for damage received by any of the pilot-boats in rendering assistance to vessels, the masters of such boats at the following meeting of the Commissioners shall produce authenticated vouchers that such damage has been repaired.

That one of the up-station boats shall be moored in such a situation in the Humber Dock Basin as to float at half flood neap tides.

APPRENTICES.

Corporation of Trinity House of Kingston-upon-Hull—*continued.*

Apprentices.

That the master of each pilot-boat shall take two apprentices, whose wages shall be paid out of the Outward Pilotage; the apprentices to be chosen by the Commissioners.

That four of the apprentices belonging to the up-station boats shall be in constant attendance, in rotation, with the small pilot-boat, at the West Pier, under the direction of the commodore, for the purpose of boarding pilots to ships coming down the river.

The following are the Rates of Pilotage for the Port of *Kingston-upon-Hull.*

From or To	To or From	Not exceeding	Not less than
		s. d.	*s. d.*
The distance at sea where the Northness of Dimlington bears west-south-west to the northward of Kilnsea North Cliff -	Hawke Roads or Grimsby Roads -	2 6 per foot -	1 4 per foot.
	Whitebooth Roads - - -	3 6 „ -	2 8 „
	The Port of Kingston-upon-Hull -	5 – „ -	4 – „
The distance at sea where Kilnsea North Cliff bears west-north-west to the northward of the New Sand Buoy, or the Floating Light Vessel, at the entrance of the River Humber - - -	Hawke Roads or Grimsby Roads -	1 6 „ -	1 – „
	Whitebooth Roads - - -	2 6 „ -	2 – „
	The Port of Kingston-upon-Hull -	4 – „ -	3 – „
The said New Sand Buoy, or the Floating Light Vessel at the entrance of the River Humber, to the eastward of the point where the Spurn High Lighthouse bears north-east - - - - - -	Hawke Roads or Grimsby Roads -	1 2 „ -	– 10 „
	Whitebooth Roads - - -	2 4 „ -	1 8 „
	The Port of Kingston-upon-Hull -	3 6 „ -	2 6 „
The Spurn High Lighthouse, bearing north-east - - - - - -	Hawke Roads or Grimsby Roads -	1 2 „ -	– 8 „
	Whitebooth Roads - - -	2 4 „ -	1 4 „
	The Port of Kingston-upon-Hull -	3 6 „ -	2 – „
The Hawke Roads, the Buoy of the Burcorne or Grimsby Roads - - - -	Whitebooth Roads - - -	1 6 „ -	1 – „
	The Port of Kingston-upon-Hull -	2 6 „ -	1 9 „
Whitebooth Roads - - - - -	The Port of Kingston-upon-Hull -	1 6 „ -	1 – „

Ships and vessels belonging to aliens are to pay one-fourth more than ships and vessels having British registers, or being owned by subjects of the King of Great Britain, except when such first-mentioned ships shall, by any order of His Majesty's Most Honourable Privy Council, be privileged to enter the ports of the kingdom of England, upon paying the same duties of tonnage or rates of pilotage as are paid by British ships; in which case such ships and vessels not having British registers, or not being owned by subjects of his said Majesty, shall pay the rates of pilotage only as are payable by ships and vessels having British registers, or being owned by subjects of his said Majesty.

For the fractional part of a foot, such fractional part being not less than half a foot, a proportionate rate.

For intermediate distances a proportionate rate.

Ships and vessels in ballast to pay only two-thirds of the above rates.

Ships and vessels employed in the coasting trade, whether laden or in ballast, to pay one-half of the above rates.

Ships and vessels drawing less than six feet water to pay for six feet.

The following are the Rates of Pilotage for *New Holland.*

Ships and vessels belonging to Her Majesty's subjects piloted from New Holland aforesaid, and upon any part of the Humber between New Holland aforesaid and the Port of Kingston-upon-Hull, and *vice versâ,* for each and every foot of the draught of water thereof, 6 *d.* per foot.

Ships and vessels belonging to aliens are to pay one-fourth more than ships and vessels having British registers, or being owned by subjects of the Queen of Great Britain, except when such first-mentioned ships shall by any order of Her Majesty's Most Honourable Privy Council be privileged to enter the ports of the Kingdom of England upon paying the same duties or rates of pilotage as are paid by British ships, in which case such ships and vessels not having British registers, or not being owned by subjects of Her said Majesty, shall pay the rates of pilotage only as are payable by ships and vessels having British registers, or being owned by subjects of Her said Majesty.

For the fractional part of a foot, such fractional part being not less than half a foot, a proportionate rate.

Ships and vessels in ballast to pay only two-thirds of the above rates.

Ships and vessels employed in the coasting trade, whether laden or in ballast, to pay one-half of the above rate.

Ships and vessels drawing less than 6 feet water to pay for 6 feet.

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—*continued.*

GAINSBOROUGH PILOTAGE.

THE pilots of the Port of Gainsborough are appointed and licensed by the Corporation of the Trinity House of Kingston-upon-Hull, and, being so licensed, are placed under the control and management of five Sub-commissioners appointed by the said Corporation, all of whom are resident at Gainsborough.

The following are the Bye-laws and Orders for the guidance and regulation of the said Sub-commissioners established by the Corporation of the Trinity House of Hull on the 17th February 1841.

That five persons resident at or belonging to Gainsborough aforesaid shall from time to time be appointed sub-commissioners of Pilotage for the said Port of Gainsborough, with full power and authority to examine into the qualifications of persons to act as pilots for the Port of Gainsborough aforesaid, and the waters thereof, and upon any part of the River Humber between the said port and a certain part of the said River Humber called Hull Roads, and also into and out of the said roads, and upon any part thereof, and otherwise to do, act and transact all such business affairs, matters and things as shall be necessary and proper for the due regulation, government and management of the pilots and pilotage of the said port.

That the said sub-commissioners shall, and they are hereby authorised, at every meeting to be held by them for the purposes of their appointment, to choose out of their number a chairman; and in all cases where there shall arise a difference of opinion, the question shall be decided by a majority of votes of the Commissioners then present; and if upon any question there shall be an equal number of votes (including the chairman's vote), then the chairman shall have another or casting vote.

That the sub-commissioners shall and they are hereby authorised to appoint a secretary or superintendent of the said pilots, and from time to time to remove, suspend, and displace them, or either of them, as they shall see occasion, and appoint others in their stead or room, or in the stead or room of such as shall die or resign their office.

That each pilot shall undergo his examination before the said sub-commissioners, and upon passing the same, and being approved of by them, shall enter into a bond to this Corporation for the faithful discharge of his duty, and to conform to such bye-laws, rules, orders and regulations, as shall from time to time be made and confirmed as hereafter mentioned, such bond to be in the penal sum of 100*l.*, and to continue in force for so long a time as such pilot shall hold and retain his licence.

That this Corporation will, on receiving a satisfactory certificate under the hands of any three or more of the said sub-commissioners that the person examined by them as aforesaid is duly qualified to act as a pilot for the Port of Gainsborough and the limits before mentioned, give a licence to such person to act as a pilot accordingly, which licence shall be in force for one year from the granting thereof, and shall be renewable from time to time at the discretion of this Corporation.

That each pilot, on receiving his licence, shall pay to the secretary of the sub-commissioners, towards remunerating the expenses attending the establishment of the office, such sum and such per-centage on his earnings as shall be determined upon and established by the said sub-commissioners, and approved of by this Corporation; and also the sum of 15*s.* to the officers of this Corporation for preparing and registering such licence.

That the sub-commissioners shall cause proper books to be provided and kept, in which they shall, either by themselves or their secretary for the time being, make fair and regular entries of their several meetings held in pursuance of the said appointment, and of the names of the Commissioners thereat respectively, and of all acts, orders, rules, resolutions, reports, proceedings, matters and things relative to the execution of the duties of their office, and shall likewise cause proper books to be provided and kept, and true and regular accounts entered therein, of all sums of money received and expended; which last-mentioned books of account shall, at all seasonable times, be open to the inspection of the said pilots, or any of them.

That the said sub-commissioners, or any three of them, shall have full power to fix and regulate the rates of pilotage for the piloting of ships and vessels within the limits aforesaid, and to vary and alter all or any such rates; and also to determine what shall be considered the different seasons of the year, subject nevertheless to the approval and confirmation of such rates of pilotage, and of any variation or alteration therein, by this Corporation; and also to appropriate the licence money and per-centage on the earnings of the pilots hereinbefore mentioned towards defraying the salaries of such secretary and superintendent, the rent of their office, and other incidental expenses attending the business, and to apply the surplus, if any, for the benefit of the pilots.

That it shall be lawful for the said sub-commissioners, or any three or more of them, and they are hereby authorised and empowered from time to time to make, ordain and establish such bye-laws, orders, rules and regulations for the better government and management of the said pilots, the manning, working, plying or navigating of any boat or boats to be employed by them, and of all matters and things relating to the execution of their duty as such pilots; and also from time to time, as occasion may require, to repeal, add to, amend or alter all or any of such bye-laws, orders, rules and regulations, as to them shall seem meet and convenient; and to fix and appoint reasonable pecuniary penalties, not exceeding 40*s.*, for any one offence, or to suspend any pilot or pilots from acting as such for any period not exceeding one calendar month, for the non-observance, non-performance, or other breach of all or any of such bye-laws, rules, orders and regulations: Provided always, that no bye-law, rule, order or regulation to be made by the said sub-commissioners shall have any force or effect until the same shall have been examined, approved, and confirmed by this Corporation; nor shall the same bye-laws, orders, rules and regulations be contrary or repugnant to the laws, statutes or customs of this realm, nor prejudicial or derogatory to the rights, authorities or jurisdictions of this Corporation.

That the said sub-commissioners shall, and they are hereby required to cause the said bye-laws, rules, orders and regulations, with the rates of pilotage and a list of the pilots, to be from time to time printed, distributed and rendered as conspicuous as may be.

That the said sub-commissioners shall, and they are hereby required, within one calendar month from the first day of December in each year, to make a return to this Corporation of the names, ages, and residences of each pilot to whom a licence shall have been granted, and the limits and district for which he has been appointed to take charge.

That the pilots thus to be licensed shall not be entitled, as such, to any relief or benefit from the charitable funds at the disposal of this Corporation.

Corporation of Trinity House of Kingston-upon-Hull—*continued.*

The following are the Bye-laws and Orders for the Government and Regulation of the Gainsborough Pilots, established 17th February 1841.

1.—The pilots to be appointed and licensed for the said Port of Gainsborough shall be under the control and direction of headsmen, one of whom shall be resident at Gainsborough, and the other at Hull.

2.—The licences to be granted to the said pilots shall be renewed yearly, at the discretion of the Corporation of the Trinity House of Kingston-upon-Hull.

3.—The headsmen shall direct the pilots to take charge, either in turn or otherwise, according to their discretion, in piloting ships and vessels inwards and outwards.

4.—The pilots shall take charge of ships and vessels inwards from Hull Roads, and outwards from the said Port of Gainsborough to Hull Roads.

5.—Each pilot in charge of a ship or vessel outward bound shall, on arriving off Barton, hoist and keep flying, in some conspicuous part of such ship or vessel, a proper signal to enable the Hull pilots to be prepared to supersede him in charge immediately on the arrival of such ship or vessel in Hull Roads.

6.—The headsman resident at Gainsborough shall collect and receive all pilotage, both inwards and outwards; and each pilot shall, immediately after going on shore, enter in a book to be kept for that purpose by the headsman, the name of the vessel piloted, and of the master and commander thereof, the draught of water of such vessel, with such other particulars as the headsman may require; and in no case shall a pilot be allowed to take charge of a vessel, either inwards or outwards, on his own account, without the special consent and direction of one of the headsmen.

7.—That as well the headsmen as the pilots shall at all times attend at the Trinity House in Kingston-upon-Hull, upon the summons of the secretary to that Corporation, either to answer any complaints against them for misconduct or otherwise, and the headsmen shall produce their books and accounts when thereunto required.

8.—Each pilot shall pay to the headsman at Gainsborough 10 *l.* per cent. on the amount of his earnings; and the monies to be received therefrom, and for the granting and renewing of licences, together with the fines and forfeitures to be incurred upon the violation of any of the above rules or the general bye-laws and regulations to be made by the said Corporation, shall, after defraying the expenses attending the establishment of the office, be appropriated by the said Commissioners towards rewarding the most meritorious of the pilots, and in relief to such as are sick or disabled.

9.—The compensation or reward which the pilots may merit for extra service or assistance to vessels in distress, or in perilous situations, shall be referred by them to the said sub-commissioners, any three or more of whose determinations shall be final upon the pilots in that respect.

10.—Each pilot shall be subject to a fine of 20 *s.* for every neglect of duty in not attending to take charge, except in case of sickness or other cause, to be allowed by the headsman.

11.—In case any of the said pilots so to be appointed shall misbehave himself or themselves, either by any act of dishonesty, or by using abusive or improper language, or by drunkenness, or by occasioning, through wilfulness or neglect, damage to any ship or vessel he or they may be appointed to, or to any other vessel, or by removing any buoy or beacon, or unnecessarily delaying or refusing to take charge of any vessel in want of a pilot, or refusing to observe and obey all and every or any of the rules, orders, regulations and bye-laws made by the Corporation of the Trinity House for the better regulation of the said pilots, or the directions of the headsmen in discharge of their duty, or by exacting any higher or greater rate of pilotage than is hereafter set forth, or by knowingly offending against the laws of Customs or Excise, such pilot or pilots so misbehaving, refusing or neglecting as aforesaid, shall be liable to pay such fines as the said sub-commissioners shall impose, not exceeding 40 *s.* for each offence, or be suspended or broken, at the discretion of the said Corporation; and in case any pilot or pilots who is or are so fined shall refuse to pay such fine or penalty on demand, or being so suspended or broken shall refuse to deliver up his licence, or presume to act while under suspension, or after he is broken, the pilot or pilots so offending shall be prosecuted, as well for the recovery of the penalty of his or their bond, as for the penalty specified in an Act of Parliament passed in the sixth year of the reign of His late Majesty King George the Fourth, intituled, "An Act for the Amendment of the Law respecting Pilots and Pilotage, and also for the better preservation of Floating Lights, Buoys, and Beacons."

12.—All complaints against any of the pilots, or against any master or commander, shall be made in writing, and signed by the person complaining, and delivered to one of the headsmen, who shall, immediately on the receipt thereof, transmit the same to the secretary to the said sub-commissioners, in order that such complaints may be investigated forthwith.

The following are the Rates of Pilotage for the Port of *Gainsborough*.

For ships and vessels belonging to Her Majesty's subjects, whether laden or light, piloted, or liable to be piloted inwards from Hull Roads, in the River Humber, or from any part of the said River Humber above Hull Roads, or outwards from the said port, or upon any part of the said Humber below the said port, to Hull Roads aforesaid, for each and every foot of the draught of water thereof, and so in proportion for half a foot, as follows; that is to say—

		s.	*d.*	
Ships and vessels not exceeding 6 feet		3	6	per foot.
„ „	exceeding 6 feet and not exceeding 8 feet	4	—	„
„ „	exceeding 8 feet and not exceeding 10 feet	4	6	„
„ „	10 feet and upwards	5	—	„
„ „	coastwise (if piloted)	3	6	„

For ships and vessels not belonging to Her Majesty's subjects, whether laden or light, piloted, or liable to be piloted inwards or outwards as aforesaid, for each and every foot of the draught of water thereof, and so in proportion for half a foot, as follows; that is to say—

		s.	*d.*	
Ships and vessels not exceeding 6 feet		4	4	per foot.
„ „	exceeding 6 feet and not exceeding 8 feet	5	—	„
„ „	exceeding 8 feet and not exceeding 10 feet	5	1½	„
„ „	10 feet and upwards	6	3	„

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—*continued.*

For ships and vessels trading or sailing coastwise from Hull Roads to Keadby, and *vice versâ*, and to and from all places below Keadby aforesaid, employing any of the said pilots, for every foot of the draught of water thereof, and so in proportion for half a foot, the sum of 2*s.* 6*d.* per foot.

For all such ships and vessels trading or sailing as above, to or from any place above Keadby, coastwise, for every foot of the draught of water thereof, and so in proportion for half a foot, the sum of 3*s.* 6*d.* per foot.

That whenever the said pilots shall be required to attend, or shall be detained on board any vessel of the burthen of 70 tons or upwards, at any place within the River Trent, for the accommodation of such vessel whilst engaged in taking on board any part of the cargo or otherwise, such pilot shall be allowed to demand and receive the sum of 5*s.* for every day of 24 hours, or the sum of 2*s.* 6*d.* for a tide's work; and after the rate of 5*s.* a day for any proportionate part of a day over and above the rate or sum of money due to such pilot for the pilotage of such vessel. And for such vessels as are under the burthen of 70 tons, a sum at and after the rate of 3*s.* 6*d.* per day.

All vessels not drawing so much as six feet water to be deemed and considered as drawing six feet water, and to pay accordingly.

And for all ships and vessels which shall be towed by a steam tug, under the direction of the pilots, two-thirds only of the above-mentioned several rates are to be demanded and paid.

GOOLE PILOTAGE.

THE pilots of the Port of Goole are also appointed and licensed by the Corporation of the Trinity House of Kingston-upon-Hull, and, being so licensed, are placed under the control and management of five sub-commissioners, appointed by the said Corporation, all of whom are resident at Goole.

The following are the Bye-laws and Orders for the guidance and regulation of the Sub-commissioners of Pilotage at Goole, established by the Corporation of the Trinity House of Hull, on the 8th day of September 1832:

In pursuance of the provisions of an Act of Parliament passed in the third year of the reign of his Majesty King William the Fourth, intituled, "An Act for better regulating the Pilotage of the Port of Kingston-upon-Hull, and of the River Humber, and for other purposes," and for the accommodation of the trade of the Port of Goole, in the West Riding of the county of York.

Resolved,—

That five persons resident at or belonging to Goole aforesaid shall from time to time be appointed sub-commissioners of pilotage for the said Port of Goole, with full power and authority to examine into the qualification of persons to act as pilots for the Port of Goole aforesaid, and the waters thereof, and upon any part of the said River Humber, between the said port and a certain point of the said River Humber, called Hull Roads.

That the said sub-commissioners shall, and they are hereby authorised and empowered to choose out of their number a chairman, and that they shall also appoint a clerk and headsman of the pilots, and that any three of the said sub-commissioners shall have full power to act for the purposes herein mentioned, and to make bye-laws, rules, orders and regulations for the better governing of the said pilots, subject, nevertheless, to the approval and confirmation of such bye-laws, rules, orders and regulations by this Corporation, and also to appropriate the licence-money and per-centage on the earnings of the pilots hereinafter mentioned, towards defraying the salary of the clerk and headsmen, the rent of the office, and other incidental expenses attending the business, and to apply the surplus, if any, towards rewarding the most meritorious of the pilots.

That each pilot shall undergo his examination before the said sub-commissioners, and upon passing the same and being approved of by them, shall enter into a bond to this Corporation for the faithful discharge of his duty, and to conform to such bye-laws, rules, orders and regulations as shall from time to time be made and confirmed as aforesaid, such bond to be in the penal sum of 100 *l.*, and to continue in force for so long a time as such pilot shall hold and retain his licence.

That this Corporation will, on receiving a satisfactory certificate under the hands of any three of the persons so appointed sub-commissioners, that the person examined by them as aforesaid is duly qualified to act as a pilot for the Port of Goole, and the limits before mentioned, give a licence to such person to act as a pilot accordingly, which licence shall be in force for the space of one year from the granting thereof, and shall be renewable from time to time, at the discretion of the said sub-commissioners.

That each pilot shall pay to the said clerk of the said sub-commissioners, towards remunerating the expences attending the establishment of the office, such sum for his licence, and such per-centage on his earnings as shall be determined upon and established by the said sub-commissioners, and approved of and confirmed by this Corporation, and also the sum of one guinea to the officers of this Corporation for preparing and registering such licence.

That it shall be lawful for the said sub-commissioners, and they are hereby authorised and empowered, from time to time to make, ordain and establish such bye-laws, orders, rules and regulations for the better government and management of the said pilots, the manning, working, plying, or navigating of any boat or boats to be employed by them, and in all matters and things relating to the execution of their duty as such pilots, and also from time to time, as occasion may require, to repeal, add to, amend or alter all or any of such bye-laws, orders, rules and regulations as to them shall seem meet and convenient, and to fix and appoint reasonable pecuniary penalties not exceeding 40*s.* for any one offence, or to suspend any pilot or pilots from acting as such for any period not exceeding one calendar month, for the non-observance, non-performance or other breach of all or any of such bye-laws, rules, orders and regulations, and the said sub-commissioners shall cause the said bye-laws, rules, orders and regulations, with the rates of pilotage, and a list of the said pilots, to be from time to time printed, distributed, and rendered as conspicuous as may be: Provided always, that the said bye-laws, orders, rules and regulations shall not be contrary or repugnant to the laws, statutes or customs of this realm, nor prejudicial or derogatory to the rights, authorities, or jurisdictions of this Corporation: Provided also, that no bye-law, rule, order or regulation to be made by the said sub-commissioners shall have any force or effect until the same shall have been examined, approved and confirmed by this Corporation.

That the said sub-commissioners shall be and they are hereby required, within one calendar month from the 1st day of December in each year, to make a return to this Corporation of the names and ages of each pilot to whom licences shall have been granted, and the limits and district for which he has been appointed to take charge.

That the pilots thus to be licensed shall not be entitled to any relief or benefit from the charitable funds at the disposal of this Corporation.

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—*continued.*

The following are the BYE-LAWS and ORDERS for the Government and Regulation of the Goole Pilots established on the 8th day of September 1832.

1.—THE pilots to be appointed and licensed for the said Port of Goole shall be under the control and direction of headsmen, one of whom shall be resident at Goole, and the other at Hull.

2.—The headsmen shall direct the pilots to take charge either in turn or otherwise, according to their discretion, in piloting ships and vessels inwards and outwards.

3.—The pilots shall take charge of ships and vessels inwards from Hull Roads, and outwards from the said Port of Goole to Hull Roads.

4.—Each pilot in charge of a ship or vessel outward bound shall, on arriving off Barton, hoist and keep flying in some conspicuous part of such ship or vessel a proper signal, to enable the Hull pilots to be prepared to supersede him in charge immediately on the arrival of such ship or vessel in Hull Roads.

5.—The headsman resident at Goole shall collect and receive all pilotage, both inwards and outwards, and each pilot shall, immediately after going on shore, enter into a book, to be kept for that purpose by the headsman, the name of the vessel piloted, and of the master and commander thereof, the draught of water of such vessel, with such other particulars as the headsman may require, and in no case shall a pilot be allowed to take charge of a vessel either inwards or outwards on his own account, without the special consent and direction of one of the headsmen.

6.—That as well the headsman as the pilots shall at all times attend the sub-commissioners, upon a summons in writing for that purpose, either to answer any complaints against them for misconduct or otherwise, and the headsmen shall produce their books and accounts when thereunto required.

7.—Each pilot shall pay to the clerk or headsman at Goole 10 *l.* per cent. on the amount of his earnings and the monies to be received therefrom, and for the granting and renewing of licences, together with the fines and forfeitures to be incurred upon the violation of any of the above rules, or the general bye-laws and regulations shall, after defraying the expences attending the establishment of the office and salary of the said clerk and headsmen, be appropriated by the sub-commissioners towards rewarding the most meritorious of the pilots, and in relief to such as are sick or disabled.

8.—The compensation or reward which the pilots may merit for extra service or assistance to vessels in distress, or in perilous situations, shall be referred by them to the sub-commissioners, whose determination shall be final upon the pilots in that respect.

9.—Each pilot shall be subject to a fine of 20*s.* for every neglect of duty in not attending to take charge, except in cases of sickness or other cause, to be allowed by the headsmen.

10.—In case any of the said pilots so to be appointed shall misbehave himself or themselves, either by any act of dishonesty or by using abusive or improper language, or by drunkenness, or by occasioning, through wilfulness or neglect, damage to any ship or vessel he or they may be appointed to, or to any other vessel, or by removing any buoy or beacon, or unnecessarily delaying or refusing to take charge of any vessel in want of a pilot, or refusing to observe and obey all and every or any of the rules, orders, regulations, and bye-laws made for the better regulation of the said pilots, or the directions of the headsmen, in the discharge of their duty, or by exacting any higher or greater rate of pilotage than is before set forth, or by knowingly offending against the laws of Customs or Excise, such pilot or pilots so misbehaving, refusing, or neglecting as aforesaid, shall be liable to pay such fines, not exceeding 40*s.* for each offence, or be suspended, at the discretion of the said sub-commissioners, for any period not exceeding one calendar month, or be broken or dismissed, at the discretion of the said Corporation: and in case any pilot or pilots who is or are so fined shall refuse to pay such fine or penalty on demand, or being so suspended or broken, shall refuse to deliver up his licence, or presume to act while under suspension, or after he is broken, the pilot or pilots so offending shall be prosecuted as well for the recovery of the penalty of his or their bond as for the penalty specified in an Act of Parliament passed in the sixth year of the reign of his late Majesty King George the Fourth, intituled, "An Act for the amendment of the Law respecting Pilots and Pilotage, and also for the better preservation of Floating Lights, Buoys and Beacons."

11.—All complaints against any of the pilots, or against any master or commander, shall be made in writing, and signed by the person complaining, and delivered to one of the headsmen, who shall immediately on the receipt thereof transmit the same to the Sub-commissioner's office, in order that such complaint may be investigated forthwith.

The following are the RATES of PILOTAGE for the Port of *Goole.*

FOR ships and vessels belonging to Her Majesty's subjects, whether laden or light, piloted or liable to be piloted inwards from Hull Roads, in the River Humber, or from any part of the said River Humber above Hull Roads, or outwards from the said port, or upon any part of the said River Humber below the said port to Hull Roads aforesaid, for each and every foot of the draught of water thereof, and so in proportion for half a foot, as follows; that is to say—

		s.	*d.*	
Ships and vessels not exceeding 6 feet	- - - - - - - -	3	6	per foot.
" " exceeding 6 feet and not exceeding 8 feet	- - - -	4	—	"
" " exceeding 8 feet and not exceeding 10 feet	- - - -	4	6	"
" " 10 feet and upwards	- - - - - - - -	5	—	"
" " coastwise (if piloted)	- - - - - - - -	2	6	"

FOR ships and vessels not belonging to Her Majesty's subjects, whether laden or light, piloted or liable to be piloted inwards or outwards as aforesaid, for each and every foot of the draught of water thereof, and so in proportion for half a foot, as follows; that is to say—

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—*continued.*

		s.	d.	
Ships and vessels not exceeding 6 feet		4	4	per foot.
" " exceeding 6 feet and not exceeding 8 feet		5	—	"
" " exceeding 8 feet and not exceeding 10 feet		5	1½	"
" " 10 feet and upwards		6	3	"

For all ships and vessels, whether laden or light, piloted or liable to be piloted from the Port of Hull, or from a certain place in the said River Humber, called Hull Roads, to any place below Oysterness or Ferriby Sluice, in the said river, the sum of 1*s.* for each and every foot of the draught of water thereof, and so in proportion for half a foot.

And for all ships and vessels, whether laden or light, piloted or liable to be piloted from Oysterness or Ferriby Sluice aforesaid to the Port of Hull, or to Hull Roads aforesaid, the sum of 1*s.* 6*d.* for each and every foot of the draught of water thereof, and so in proportion for half a foot.

All ships and vessels piloted as aforesaid, to pay in addition to the above rate of pilotage the sum of 5*s.* per day for the detention of any pilot on board the same.

Ships and vessels not drawing so much as six feet water to be deemed and considered as drawing six feet water, and to pay accordingly.

And for all ships and vessels which shall be towed by a steam tug under the direction of the pilots, two-thirds only of the above-mentioned several rates are to be demanded and paid.

SPALDING PILOTAGE.

THE pilots of the Port of Spalding are appointed and licensed by the Corporation of the Trinity House of Kingston-upon-Hull, and being so licensed, are placed under the control and management of five sub-commissioners appointed by the said Corporation, all of whom are resident at Spalding.

The following are the BYE-LAWS and ORDERS for the Guidance and Regulation of the Sub-Commissioners of Pilotage at Spalding, Established by the Corporation of the Trinity House of Hull on the 2d day of July 1825.

In compliance with the application of the trustees authorised by and acting under a certain Act of Parliament made and passed in the fifth year of the reign of his present Majesty, intituled, "An Act for explaining, amending, and rendering more effectual an Act of his late Majesty for improving the outfall of the River Welland, in the county of Lincoln, and for the accommodation of the trade of the said river, and particularly that ships and vessels may be better enabled to navigate the same, and that frauds and impositions may be prevented."

Resolved,—

That five of the trustees acting under and by virtue of the said Act, shall be appointed sub-commissioners of pilots for the said river, with full power and authority to examine and grant licences to such and so many of the most experienced persons as they shall on examination find duly qualified to take charge of ships and vessels into and out of the Wash or Bay called Fosdyke Wash, and the said River Welland, from the set way of the said river at or near a place called Clay Hole to the High Bridge, over the said river, in the town of Spalding.

That upon a return being made from time to time of such five of the said trustees, an appointment under the common seal of this Corporation shall be made and sealed, appointing them sub-commissioners accordingly.

That the said sub-commissioners shall, and they are hereby required, upon their appointment and previous to entering upon any of the duties of their office, to take the following oath:

"I , do swear that I will, before the granting by me of a licence to any person to pilot ships and vessels into or out of the River Welland and Fosdyke Wash or Bay, diligently and impartially examine into the capacity of such person in the art of piloting ships and vessels into and out of the said River and Wash or Bay, and that I will make a true and speedy return of every licence granted by me for piloting ships and vessels into and out of the said River and Wash or Bay to the Corporation of the Trinity House of Kingston-upon-Hull, and that I will in all respects duly discharge my duty as a sub-commissioner of pilotage for the said River and Wash or Bay without favour or affection, and without fee or reward other than such fee or reward as is allowed by Act of Parliament, or by the bye-laws or regulations established in that behalf.

So help me God."

That the said sub-commissioners shall, and they are hereby authorised and empowered to choose out of their number a chairman, and that they shall appoint a secretary, and that any three of them, the said sub-commissioners, of whom the chairman or any sub-commissioner acting in his name to be one, with the secretary, shall have full powers to act for the purposes herein-mentioned, and to make bye-laws, rules, orders and regulations for the better governing of the said pilots; subject, nevertheless, to the approval and confirmation of such bye-laws, rules, orders and regulations by this Corporation, and also to appropriate the licence money and per-centage on the earnings of the pilots towards defraying the secretary's salary, the rent of the office, and other incidental expenses attending the business, and to apply the surplus, if any, towards rewarding the most meritorious of the pilots.

That each pilot shall undergo his examination before the said sub-commissioners, and upon passing the same and being approved of, shall enter into a bond to the Corporation of the Trinity House of Kingston-upon-Hull for the faithful discharge of his duty, and to conform to such bye-laws, rules, orders, and regulations as shall from time to time be made and confirmed as aforesaid, such bond to be in the penal sum of 100 *l.*, and to continue in force for so long a time as such pilot shall hold and retain his licence.

That each pilot on passing his examination before and being approved of by the said sub-commissioners, and entering into such bond as aforesaid, shall receive a licence or authority in writing under the hands of any three or more of the said sub-commissioners, of whom the chairman shall be one, certifying the qualification of such pilot, and the limits and places for

for which he is appointed to act as a pilot, which licence or authority shall be in force until the same shall be suspended, revoked, annulled, or recalled by the said sub-commissioners.

That each pilot shall pay to the secretary of the said sub-commissioners, towards remunerating the expenses attending the establishment of the office, such sum for his licence and such per-centage on his earnings as shall be determined upon and established by the said sub-commissioners, and approved and confirmed by this Corporation, and also the sum of 15 *s.* on each licence to the secretary and clerks of this Corporation.

That it shall be lawful for the said sub-commissioners, and they are hereby authorised and empowered, from time to time to make, ordain and establish such bye-laws, orders, rules and regulations for the better government and regulation of the said pilots to be appointed and licensed as aforesaid, and for the management, manning, working, plying, or navigating of any boat or boats to be employed by them, and in all matters relating to the execution of their duty as such pilots, and also from time to time as occasion may require, to repeal, add to, amend and alter all or any of such bye-laws, orders, rules and regulations as to them shall seem meet and convenient, and to fix and appoint reasonable pecuniary penalties not exceeding 40 *s.* for any one offence, or to suspend, break, or dismiss any pilot or pilots, and declare his or their licence or licences to be void for the non-observance, non-performance or other breach of all or any of such bye-laws, orders, rules and regulations, and the said sub-commissioners shall cause the said bye-laws, rules, orders and regulations, with the rates of pilotage and a list of the said pilots to be from time to time printed, distributed, and rendered as conspicuous as may be: Provided always, that the said bye-laws, orders, rules and regulations shall not be contrary or repugnant to the laws, statutes or customs of this realm, nor prejudicial or derogatory to the rights, authorities and jurisdictions of this corporation: Provided also, that no bye-law, rule, order or regulation to be made by the said sub-commissioners, shall have force or effect until the same shall have been examined, approved and confirmed by this Corporation.

That the said sub-commissioners shall be, and they are hereby required, within one month from the 1st day of December in each year, to make a return to this Corporation of the names and ages of each pilot to whom a licence shall have been granted, and the places for which he has been appointed to take charge, agreeably to the provisions of the General Pilot Act 52 Geo. 3, c. 39.

That the pilots thus to be licensed shall not be entitled to any relief or benefit from the funds of this Corporation.

The following are the BYE-LAWS and ORDERS for the Government and Regulation of the Spalding Pilots Established on the 2d day of July 1825.

1.—That a headsman shall be appointed to be master of all the pilots, and that four other pilots shall be appointed, who shall in all things submit to the direction and management of the headsman.

2.—That the headsman shall direct the pilots to take their respective turns in piloting ships and vessels inwards and outwards, and that they shall proceed in their sloop or by land as necessity may require, by such turns and times, and in such numbers and to such distances as the headsman shall direct.

3.—The pilots shall take charge of vessels inwards from the Welland Set Way at sea to Spalding High Bridge, and outwards from the said high bridge to the said set way, and each ship or vessel shall be brought up from the said set way if required by the pilots in their regular turns, in the order and succession in which each vessel shall have passed the outward buoy, and not otherwise, unless by the consent of the master or owner of the vessels which shall have previously arrived, or for want of water.

4.—Ships or vessels delivering at or loading from Holbeach Creek or Broken Bank to pay the same rate of pilotage as vessels from the Welland Set Way to and through Fosdyke Bridge, but pilots to take charge of such ships or vessels to the said Set Way if required.

5.—That if the master or commander of any ship or vessel shall require a pilot to go or continue on board of such ship or vessel beyond the said set way (seaward), he shall pay a reasonable compensation for the extra pilotage to be fixed by the headsman.

6.—Pilots taking charge of letters to deliver the same to the master or other proper persons on board ships or vessels immediately on their taking charge of the vessel, on pain of being suspended.

7.—That any difference respecting the salvage of anchors, cables, or other stores or materials of any vessels, or any floating timber which shall be found within the port and harbour of Spalding, shall be adjusted by the sub-commissioners, and their determination shall be final.

8.—That the pilots shall make report to the headsman of any buoy or beacon misplaced or lost, and shall also in equal numbers and by equal turns, under the direction of the headsman, assist in laying the buoys, setting the beacons, and shifting the same in the channel, and shall also in their regular turns hang out night lights, and do all other matters and things necessary to be done by the pilots under the direction and according to the orders of the headsman.

9.—That every pilot shall immediately after going on shore pay the pilotage money and render a true account thereof to the headsman at the Pilot Office, and enter in a book to be kept for that purpose the name of the vessel piloted, and of the master or commander thereof, the draught of water of such vessel, and the sum received by him, with such other particulars as the headsman shall require, and in no case shall a pilot be allowed to take charge of a vessel on his own account without the special consent and direction of the headsman.

10.—That as well the headsman as the pilots shall at all times attend the sub-commissioners upon the summons of any two or more of them, or of their secretary, and shall produce their books and accounts when thereunto required by the sub-commissioners.

11.—That the compensation or reward which the pilots may merit for extra service or assistance to vessels in distress, or in perilous situations, shall be referred by them to the sub-commissioners, whose determination shall be final upon the pilots in that behalf.

12.—Each pilot shall be subject to a fine of 20*s.* for every neglect of duty in attending on board the pilot sloop, except in case of sickness or other cause to be allowed by the headsmen.

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—*continued.*

13.—That in case any of the said pilots so to be appointed and licensed by the sub-commissioners shall misbehave, himself or themselves, either by any act of dishonesty, or by using abusive or improper language, or by drunkenness, or by occasioning, through wilfulness or neglect, damage to the pilot vessel, or any vessel he or they may be appointed to or to any other vessel, or by removing any buoy, or refusing to deliver into the charge of the sub-commissioners any anchors, cables, floating timber, or any other ship's materials found by them, or unnecessarily delaying or refusing to take charge of any vessel in want of a pilot, or refusing to obey all and every, or any of the rules, orders, regulations, and bye-laws of the sub-commissioners, or the directions of their chairman or secretary, in the discharge of their duty, or by exacting any higher or greater rate of pilotage than is before set forth, or by knowingly offending against the laws of Customs or Excise, such pilot or pilots so misbehaving, refusing, or neglecting as aforesaid shall be liable to pay such fines as the said sub-commissioners shall impose, not exceeding 40*s.* for each offence, and to be suspended or broken at the discretion of the said sub-commissioners. And in case any pilot or pilots who is or are so fined shall refuse to pay such fine or penalty on demand, or being so suspended or broken shall refuse to deliver up his licence, or presume to act while under suspension, or after he is broken, the pilot or pilots so offending shall be prosecuted as well for the recovery of the penalty of his bond as for the penalty specified in an Act of Parliament passed in the 52d year of the reign of his late Majesty King George the Third, intituled "An Act for the more effectual Regulation of Pilots and Pilotage of Ships and Vessels on the Coasts of England."

14.—The forfeits or fines upon the violation of each of the above rules, or the general bye-laws or regulations, to be paid to the sub-commissioners, to be appropriated either towards rewarding the most meritorious of the pilots, or in such other manner as the sub-commissioners shall direct.

15.—That all complaints against any of the pilots, or against any master or commander, shall be made in writing and signed by the person complaining, and delivered to the headsman or one of the sub-commissioners or their secretary.

The further Orders following were established on the 8th November 1836.

That in compliance with the recommendation of the sub-commissioners of pilotage at Spalding, in the county of Lincoln, the number of pilots for the wash or bay, called Fosdyke Wash, and the River Welland, be increased from four to seven, exclusive of the headsman.

And towards the attainment of an uniform system of regulation in the appointment of the pilots licensed by this Corporation in all ports, harbours, bays, and rivers within their jurisdiction,—

It is resolved, That after each pilot has passed his examination before the said sub-commissioners, and being approved of by them, this Corporation will, on receiving a satisfactory certificate thereof under the hands of any three or more of the said sub-commissioners, give a licence to such person to act as a pilot accordingly, which licence shall be in force for the space of one year from the granting thereof, and shall be renewable from time to time upon the request and at the discretion of the said sub-commissioners.

The following are the RATES of PILOTAGE for the Port of *Spalding*

For vessels belong to Her Majesty's subjects, whether laden or light, piloted or liable to be piloted inwards from the Welland Set Way, at or near to a place called Clay Hole, to and through Fosdyke Bridge (barges and lighters belonging to Spalding excepted), the sum of 2*s.* for every foot of the draught of water thereof, and so in proportion for half a foot; and from or to any intermediate place between Fosdyke Bridge and Spalding High Bridge (barges and lighters belonging to Spalding excepted), the sum of 1*s.* for every foot of the draught of water thereof, and so in proportion for half a foot.

For vessels belonging to Her Majesty's subjects, whether laden or light, piloted or liable to be piloted outwards from or to any intermediate place between Spalding High Bridge and Fosdyke Bridge (barges and lighters belonging to Spalding excepted), the like sum of 1*s.* for every foot of the draught of water thereof, and so in proportion for half a foot; and from and below Fosdyke Bridge to the said Welland Set Way, the sum of 2*s.* for every foot of the draught of water thereof, and so in proportion for half a foot.

For vessels not belonging to Her Majesty's subjects, whether laden or light, piloted or liable to be piloted inwards or outwards as aforesaid, between the said Set Way and Spalding High Bridge, the sum of 4*s.* for every foot of the draught of water thereof, and so in proportion for half a foot.

WISBECH PILOTAGE.

THE pilots of the Port of Wisbech are appointed and licensed by the Corporation of the Trinity House of Kingston-upon-Hull, and being so licensed, are placed under the control and management of five sub-commissioners appointed by the said Corporation, all of whom are resident at Wisbech.

The following are the bye-laws and orders for the guidance and regulation of the sub-commissioners of pilotage at Wisbech, established by the Corporation of the Trinity House of Hull on the 31st day of July 1824:—

That five of the capital burgesses of the town of Wisbech aforesaid, including the town bailiff for the time being, shall be appointed sub-commissioners of pilotage for the said port and harbour, with full power and authority to examine and grant licences to such and so many of the most experienced persons as they shall, on examination, find duly qualified to take charge of ships and vessels into and out of the said Port and Harbour of Wisbech and the adjoining coasts thereof, and to and from such parts and places within the said port as the said sub-commissioners shall from time to time appoint.

That upon an annual return being made of the names of such five of the said capital burgesses of Wisbech as aforesaid, an appointment, under the common seal of this Corporation, shall be made out and sealed, appointing them sub-commissioners accordingly.

That

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—*continued.*

That the said sub-commissioners shall be, and they are hereby required, upon their appointment, and previous to entering upon any of the duties of their office, to take the following oath:

"I do swear that I will, before the granting by me of a licence to any person to pilot ships and vessels into or out of the said port and harbour of Wisbech in the Isle of Ely, diligently and impartially examine into the capacity of such person in the art of piloting ships and vessels into and out of the said port and harbour, and that I will make a true and speedy return of every licence to be granted by me for piloting ships and vessels into or out of the said port and harbour to the Corporation of the Trinity House of Kingston-upon-Hull, and that I will in all other respects duly discharge my duty as a sub-commissioner of pilotage for the said port and harbour, without favour or affection, and without fee or reward, other than such fee or reward as is allowed by Act of Parliament or by the bye-laws or regulations duly established in that behalf.

"So help me God."

That the town bailiff for the time being shall be chairman of the said sub-commissioners, and that they shall appoint a secretary, and that any three of the said sub-commissioners, of whom the town bailiff or any sub-commissioner acting in his name to be one, with the secretary or his deputy, shall have full power to act for the purposes herein mentioned, and to make bye-laws, rules, orders, and regulations for the better governing of the said pilots, subject, nevertheless, to the approval and confirmation of such bye-laws, rules, orders, and regulations by this Corporation; and also to appropriate the licence money and per-centage on the earnings of the pilots towards defraying the secretary's salary, the rent of the office, and other incidental expenses attending the business, and to apply the surplus, if any, towards rewarding the most meritorious of the pilots.

That each pilot shall undergo his examination before the said sub-commissioners, and upon passing the same and being approved of, shall enter into a bond to the Corporation of the Trinity House of Kingston-upon-Hull for the faithful discharge of his duty, and to conform to such bye-laws, rules, orders, and regulations as shall from time to time be made and confirmed as aforesaid, such bond to be in the penal sum of 100*l.*, and to continue in force for so long a time as such pilot shall hold and retain his licence.

That each pilot, on passing his examination before and being approved of by the said sub-commissioners, and entering into such bond as aforesaid, should receive a licence or authority in writing under the hands of any three or more of the said sub-commissioners, of whom the town-bailiff for the time being to be one, certifying the qualification of such pilot and the limits and places for which he is appointed to act as a pilot, which licence or authority shall be in force until the same shall be suspended, revoked, annulled, or recalled by the said sub-commissioners for the time being.

That each pilot shall pay to the secretary of the said sub-commissioners, towards remunerating the expenses attending the establishment of the office, such sum for his licence, and such per-centage on his earnings, as should be determined upon and established by the sub-commissioners, and approved and confirmed by this Corporation; and also the sum of 15*s.* on each licence to the secretary and clerks of this Corporation.

That it shall be lawful for the said sub-commissioners, and they are hereby authorised and empowered from time to time to make, ordain, and establish such bye-laws, orders, rules, and regulations for the better government and regulation of the said pilots to be appointed and licensed as aforesaid, and for the management, manning, working, plying, or navigating of any boat or boats to be employed by them, and for the adjusting of salvage of any beacons, buoys, anchors, cables, ropes, tackle, or other materials found by the said pilots within, or brought by them into the said Port of Wisbech, and in all matters relating to the execution of their duty as such pilots; and also from time to time, as occasion may require, to repeal, add to, amend and alter all or any of such bye-laws, orders, rules, and regulations as to them shall seem meet and convenient, and fix and appoint reasonable pecuniary penalties, not exceeding 40*s.* for any one offence, or to suspend, break, or dismiss any pilot or pilots, and declare his and their licence to be void for the non-observance, non-performance, or other breach of all or any of such bye-laws, rules, orders, and regulations; and the said sub-commissioners shall cause the said bye-laws, orders, and regulations, with the rates of pilotage, and a list of the said pilots, to be from time to time printed, distributed, and rendered as conspicuous as may be: provided always, that the said bye-laws, orders, rules, and regulations shall not be contrary or repugnant to the laws, statutes, or customs of this realm, not prejudicial or derogatory to the rights, authorities, or jurisdiction of this Corporation: provided also, that no bye-law, order, or regulation to be made by the said sub-commissioners shall have force or effect until the same shall have been examined, approved, and confirmed by this Corporation.

That the said sub-commissioners shall be, and they are hereby required, within one month from the 1st day of December in each year, to make a return to this Corporation of the names and ages of each pilot to whom licences shall have been granted, and the ports and places for which he has been appointed to take charge.

That the pilots thus to be licensed shall not be entitled to any relief or benefit from this house.

The following are the BYE-LAWS and ORDERS for the Government and Regulation of the Wisbech Pilots, established by Orders on the 5th day of August 1837, and 2d September 1837.

1.—That not less than eight nor more than ten pilots, exclusive of the superintendent or director, be henceforth licensed and appointed for the said Port and Harbour of Wisbech, who shall in all things relating to the performance of their various duties submit to the direction and management of such superintendent or director.

2.—That a superintendent or director of the pilots shall be appointed by and during the pleasure of the sub-commissioners to direct the pilots to take their respective turns in piloting ships and vessels inwards and outwards, the times at, numbers in, and distances to which they should go, and to regulate their conduct generally, and that the pilots shall in all things submit to his direction and management.

3.—The pilots shall take charge of vessels into and out of the port and harbour of Wisbech and the waters thereof, and from the said harbour through the Cross Keys Bridge to the Lower Roads at sea outwards, and from the said Lower Roads at sea, through the Cross Keys Bridge into the said harbour of Wisbech, inwards, and from and to all intermediate places between the said harbour and the said Lower Roads at sea, and each ship or vessel shall be brought up from the Eye, or from the said Lower Roads, if required, by the pilots in their regular turns, in the order and succession in which each vessel shall have passed the West Mark Knock Beacon, and not otherwise, unless by the consent of the master or owner of the vessel which shall have previously arrived, or for want of water.

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—*continued.*

4.—Ships or vessels delivering at or loading from the Eye, to pay the same rate of pilotage as vessels from the Eye to and through the Cross Keys Bridge, but pilots to take charge of such ships or vessels to the Lower Roads or Bar Buoy, if required.

5.—That if the master or commander of any ship or vessel (except vessels delivering at or loading from the Eye) shall require a pilot to go or continue on board of such ship or vessel beyond the Lower Roads or above the Cross Keys Bridge, he shall pay a reasonable compensation for the extra pilotage, to be fixed by the superintendent or director.

6.—Pilots taking charge of letters to deliver the same to the masters or other proper persons on board ships or vessels on their arrival in the Eye, on pain of being suspended.

7.—That any difference respecting the salvage of anchors, cables, or other stores or materials of any vessels, or any floating timber which shall be found within the Port and Harbour of Wisbech, shall be adjusted by the sub-commissioners, and their determination shall be final.

8.—That the pilots shall make report to the headsman of any buoy or beacon misplaced or lost, and shall also in equal numbers and by equal turns, under the directions of the superintendent or director, assist in laying the buoys, setting the beacons, and shifting the same in the channel, and shall also in regular turns hang out night lights, and do all other matters and things necessary to be done by the pilots, under the direction and according to the order of the superintendent or director, or of the sub-commissioners.

9.—That every pilot shall immediately after going on shore pay the pilotage-money and render a true account thereof to the superintendent or director or other person appointed for that purpose at the pilot office, and enter in the proper and usual book the name of the vessel piloted, and of the master or commander thereof, the draught of water of such vessel, and the sum received by him, with such other particulars as the superintendent or director or such other person shall require; and in no case shall a pilot be allowed to take charge of a vessel on his own account, without the special consent of the superintendent or director.

10.—That as well the superintendent or director as the pilot shall at all times attend the sub-commissioners upon the summons of any two or more of them, or of their secretary, and shall produce their books and accounts when thereto required by the sub-commissioners.

11.—That the compensation or reward which the pilots may merit for extra service or assistance to vessels in distress or in perilous situations shall be referred by them to the sub-commissioners, whose determination shall be final upon the pilots in that respect.

12.—Each pilot shall be subject to a fine of 20*s.* for every neglect of duty in attending on board the pilot sloop except in case of sickness or other cause, to be allowed by the superintendent or director.

13.—That in case any of the said pilots shall misbehave himself or themselves, either by any act of dishonesty or by using abusive or improper language, or by drunkenness, or by occasioning (through wilfulness or neglect) damage to the pilot vessel, or any vessel he or they may be appointed to, or to any other vessel, or by removing any buoy, or refusing to deliver into the charge of the sub-commissioners any anchors, cables, floating timber, or any other ships' materials found by them, or unnecessarily delaying or refusing to take charge of any vessel in want of a pilot, or refusing to obey all and every or any of the rules, orders, regulations and bye-laws made or to be made for the better regulation of the said pilots, or the directions of the said sub-commissioners, or of the said superintendent or director, in the discharge of their duty, or by exacting any higher or greater rate of pilotage than is before set forth, or by knowingly offending against the laws of Customs or Excise, such pilot or pilots so misbehaving, refusing, or neglecting as aforesaid, shall be liable to pay such fines as the said sub-commissioners shall impose, not exceeding 40*s.* for each offence, and to be suspended or broken, at the discretion of the said sub-commissioners. And in case any pilot or pilots who is or are so fined shall refuse to pay such fine or penalty on demand, or being so suspended or broken, shall refuse to deliver up his licence, or presume to act while under suspension, or after he is broken, the pilot or pilots so offending shall be prosecuted, as well for the recovery of the penalty of his bond as for the penalties specified in an Act of Parliament passed in the sixth year of the reign of his late Majesty King George the Fourth, intituled, "An Act for the amendment of the Law respecting Pilots and Pilotage, and also for the better preservation of Floating Lights, Buoys, and Beacons."

14.—The forfeits or fines upon the violation of each of the above rules, or the general bye-laws or regulations, to be paid to the sub-commissioners, to be appropriated either towards rewarding the most meritorious of the pilots, or in such other manner as the sub-commissioners shall direct.

15.—That all complaints against any of the pilots, or against any master or commander, shall be made in writing, and signed by the person complaining, and delivered to the superintendent or director, or to one of the sub-commissioners or their secretary.

The further Resolution following was established on the 8th November 1836.

And towards the attainment of an uniform system of regulation in the appointment of the pilots licensed by this Corporation in all ports, harbours, bays, and rivers within their jurisdiction,—

It is resolved, That after each pilot has passed his examination before the said sub-commissioners, and been approved of by them, this Corporation will, on receiving a satisfactory certificate thereof, under the hands of any three or more of the said sub-commissioners, give a licence to such person to act as a pilot accordingly, which licence shall be in force for the space of one year from the granting thereof, and shall be renewable from time to time, upon the request and at the discretion of the sub-commissioners.

The following are the RATES of PILOTAGE for the Port of *Wisbech.*

For ships and vessels belonging to Her Majesty's subjects, whether laden or light, piloted or liable to be piloted inwards from the Lower Roads at sea to the Cross Keys Bridge, or from or to any intermediate places (barges and lighters belonging to Wisbech excepted), the sum of 1*s.* 6*d.* for every foot of the draught of water thereof, and so in proportion for half a foot.

For

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—*continued.*

For ships and vessels belonging to Her Majesty's subjects, whether laden or light, piloted or liable to be piloted outwards from the Cross Keys Bridge to the Lower Roads at sea, or from or to any intermediate place (barges and lighters belonging to Wisbech excepted), the like sum of 1*s.* 6*d.* for every foot of the draught of water thereof, and so in proportion for half a foot.

For ships and vessels belonging to Her Majesty's subjects, drawing 12 feet water and upwards, whether inwards or outwards, the sum of 1*s.* 9*d.* for every foot of the draught of water thereof, and so in proportion for half a foot.

For ships and vessels not belonging to Her Majesty's subjects, whether laden or light, piloted or liable to be piloted inwards or outwards from or to the Cross Keys Bridge as aforesaid, the sum of 3*s.* for every foot of the draught of water thereof, and so in proportion for half a foot.

And if the master or commander of any ship or vessel (except ships and vessels delivering at or loading from the Eye) shall require a pilot to go or continue on board of such ship or vessel beyond the Lower Roads or above the Cross Keys Bridge, he shall pay a reasonable compensation for the extra pilotage, to be fixed by the superintendent or director of the pilots at the said Port of Wisbech.

By order.

Trinity House, Hull, 19 November 1853. *Edw. S. Wilson*, Secretary.

Nos. 2 & 3.—RETURN of the NAMES and AGES of all PILOTS and APPRENTICES licensed or authorised to act by the Corporation of the Trinity House of *Kingston-upon-Hull*, and of all PILOTS or APPRENTICES acting either mediately or immediately under the said Corporation, whether so licensed or not, with the Service for which each PILOT or APPRENTICE is licensed; for the Year ending 31 December 1854.

NAMES OF PILOTS.	Ages on last Birthday.	Whether Licensed or Authorised.	SERVICE FOR WHICH LICENSED OR AUTHORISED TO ACT.
EAST COAST.			
YOUNGER BRETHREN who are BRANCH PILOTS:			
Armstrong, Joseph - -	54	Yes -	From the Humber, southward, through Yarmouth Roads, the Swin, and up to the Nore; southward, through Yarmouth Roads and into the Downs; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, and up to the Sound.
Barton, Robert Acrid -	60	Yes -	From the Humber, southward, through Yarmouth Roads and into the Downs; southward, through Yarmouth Roads, the Swin, and up to the Nore; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, and up to the Sound.
Bouch, John - - -	54	Yes -	From the Humber, eastward, to Heligoland and the Red Buoy in the Elbe; southward, through Yarmouth Roads and into the Downs; and southward, through Yarmouth Roads, the Swin, and up to the Nore.
Bell, John - - -	54	Yes -	From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth up to Leith Roads; eastward, to the Naze of Norway, the Scaw, through the Cattegat, and up to the Sound; and eastward, to Heligoland and the Red Buoy in the Elbe.
Brown, Matthew - -	33	Yes -	From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth up to Leith Roads; eastward, to the Naze of Norway, the Scaw, through the Cattegat, and up to the Sound; and eastward, to Heligoland and the Red Buoy in the Elbe.
Bell, John Richard - -	48	Yes -	From the Humber, eastward, to Heligoland and the Red Buoy in the Elbe; eastward, to the Scaw, through the Cattegat, and up to the Sound; and southward, through Yarmouth Roads and into the Downs.
Brodrick, Henry Walker -	37	Yes -	From the Humber, eastward, to Heligoland and the Red Buoy in the Elbe; eastward, to the Naze of Norway, the Scaw, through the Cattegat, and up to the Sound; and northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth into Leith Roads.
Bartlett, Robert - -	44	Yes -	From the Humber, eastward, to Heligoland and the Red Buoy in the Elbe; northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth up to Leith Roads; and southward, through Yarmouth Roads and into the Downs.
Broadhead, George Henry	34	Yes -	From the Humber, eastward, to Heligoland and the Red Buoy in the Elbe; eastward, to the Naze of Norway, the Scaw, through the Cattegat, and up to the Sound; and northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads.

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—*continued.*

NAMES OF PILOTS.	Ages on last Birthday.	Whether Licensed or Authorised.	SERVICE FOR WHICH LICENSED OR AUTHORISED TO ACT.
EAST COAST—Younger Brethren who are Branch Pilots—*continued.*			
Cammell, Henry	53	Yes	From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to the Naze of Norway, the Scaw, through the Cattegat, and up to the Sound; and eastward, to Heligoland and the Red Buoy in the Elbe.
Chambers, William	48	Yes	From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, into Leith Roads; eastward, to the Naze of Norway, the Scaw, through the Cattegat, and up to the Sound; and eastward, to Heligoland and the Red Buoy in the Elbe.
Cherry, Joshua	28	Yes	From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, into Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, and up to the Sound.
Davey, George	47	Yes	From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to the Naze of Norway, the Scaw, through the Cattegat, and up to the Sound; and eastward, to Heligoland and the Red Buoy in the Elbe.
Davidson, Charles	48	Yes	From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; eastward to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, and up to the Sound.
Day, Robert	49	Yes	From the Humber, southward, through Yarmouth Roads, and into the Downs; southward, through Yarmouth Roads, the Swin, and up to the Nore; and eastward to Heligoland and the Red Buoy in the Elbe.
Elder, Robert	47	Yes	From the Humber, southward, through Yarmouth Roads and into the Downs; eastward to the Naze of Norway, the Scaw, through the Cattegat, and up to the Sound; and eastward, to Heligoland and the Red Buoy in the Elbe.
Frost, Botterill	55	Yes	From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, and up to the Sound.
Fairburn, Daniel	63	Yes	From the Humber, southward, through Yarmouth Roads, the Swin, and up to the Nore; eastward, to the Naze of Norway, the Scaw, through the Cattegat, and up to the Sound; and eastward, to Heligoland and the Red Buoy in the Elbe.
Frankish, George	50	Yes	From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to the Naze of Norway, the Scaw, through the Cattegat, and up to the Sound; and eastward, to Heligoland and the Red Buoy in the Elbe.
Fea, John	52	Yes	From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to the Naze of Norway, the Scaw, through the Cattegat, and up to the Sound; and eastward, to Heligoland and the Red Buoy in the Elbe.
Frank, James	51	Yes	From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to the Naze of Norway, the Scaw, through the Cattegat, and up to the Sound; and eastward, to Heligoland and the Red Buoy in the Elbe.
Gravill, John	51	Yes	From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, into Leith Roads; eastward, to the Naze of Norway, the Scaw, through the Cattegat, and up to the Sound; and eastward, to Heligoland and the Red Buoy in the Elbe.
Gruby, Thomas	43	Yes	From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, into Leith Roads; eastward, to the Naze of Norway, the Scaw, through the Cattegat, and up to the Sound; and eastward, to Heligoland and the Red Buoy in the Elbe.

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—*continued.*

NAMES OF PILOTS.	Ages on last Birthday.	Whether Licensed or Authorised.	SERVICE FOR WHICH LICENSED OR AUTHORISED TO ACT.
EAST COAST—Younger Brethren who are Branch Pilots—*continued.*			
Headley, James Aboukir -	53	Yes -	From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to the Naze of Norway, the Scaw, through the Cattegat, and up to the Sound; and eastward, to Heligoland and the Red Buoy in the Elbe.
Hawkins, John - -	53	Yes -	From the Humber, southward, through Yarmouth Roads and into the Downs; eastward, to the Naze of Norway, the Scaw, through the Cattegat, and up to the Sound; and eastward, to Heligoland and the Red Buoy in the Elbe.
Hurst, John - - -	50	Yes -	From the Humber, southward, through Yarmouth Roads, the Swin, and up to the Nore; southward, through Yarmouth Roads, and into the Downs; and eastward, to Heligoland and the Red Buoy in the Elbe.
Heron, Samuel - -	35	Yes -	From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth into Leith Roads; eastward, to the Naze of Norway, the Scaw, through the Cattegat, and up to the Sound; and eastward, to Heligoland and the Red Buoy in the Elbe.
Johnson, John - -	49	Yes - -	From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland, and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, and up to the Sound.
Keetley, Thomas - -	59	Yes -	From the Humber, eastward, to Heligoland, and the Red Buoy in the Elbe; eastward, to the Naze of Norway, the Scaw, through the Cattegat, and up to the Sound; and southward, through Yarmouth Roads, and into the Downs; and on the 25th day of January 1842, his branch was extended from the Humber, southward, through Yarmouth Roads, the Swin, and up to the Nore.
Keighley, Robert - -	53	Yes -	From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to the Naze of Norway, the Scaw, through the Cattegat, and up to the Sound; and eastward, to Heligoland and the Red Buoy in the Elbe.
Kelsey, Joseph - -	55	Yes -	From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to the Naze of Norway, the Scaw, through the Cattegat, and up to the Sound; and eastward, to Heligoland and the Red Buoy in the Elbe.
Knowles, Richard Jordan	41	Yes -	From the Humber, eastward, to Heligoland and the Red Buoy in the Elbe; eastward, to the Scaw, through the Cattegat, and up to the Sound; and northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, into Leith Roads.
Kruger, Henry Raines -	42	Yes -	From the Humber, eastward, to the Naze of Norway, the Scaw, through the Cattegat, and up to the Sound; northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; and eastward, to Heligoland and the Red Buoy in the Elbe.
Knight, Charles Scott -	38	Yes -	From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, and up to the Sound.
Lancaster, Robert - -	50	Yes -	From the Humber, southward, through Yarmouth Roads and into the Downs; southward, through Yarmouth Roads, the Swin, and up to the Nore; and eastward, to Heligoland and the Red Buoy in the Elbe.
Leaper, Thomas - -	50	Yes -	From the Humber, eastward, to the Naze of Norway, the Scaw, through the Cattegat, and up to the Sound; eastward, to Heligoland and the Red Buoy in the Elbe; and northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads.
Marshall, Richard - -	64	Yes -	From the Humber, eastward, to Heligoland and the Red Buoy in the Elbe; eastward, to the Naze of Norway, the Scaw, through the Cattegat, and up to the Sound; and northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth.

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—*continued.*

NAMES OF PILOTS.	Ages on last Birthday.	Whether Licensed or Authorised.	SERVICE FOR WHICH LICENSED OR AUTHORISED TO ACT.
EAST COAST—Younger Brethren who are Branch Pilots—*continued.*			
Meggitt, John	72	Yes	From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to the Naze of Norway, the Scaw, through the Cattegat, and up to the Sound; and southward, through Yarmouth Roads, the Swin, and up to the Nore; and on the 1st day of May 1824 his branch was extended from the Humber, southward, through Yarmouth Roads, and into the Downs.
Moxon, Henry	49	Yes	From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Scaw, through the Cattegat, and up to the Sound.
Martin, John	58	Yes	From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, and up to the Sound.
Newby, John Hudson	45	Yes	From the Humber, southward, through Yarmouth Roads, and into the Downs; southward, through Yarmouth Roads, the Swin, and up to the Nore; and eastward, to Heligoland and the Red Buoy in the Elbe.
Pattrick, William Jepson	53	Yes	From the Humber, southward, through Yarmouth Roads, and into the Downs; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, and up to the Sound.
Parker, John	52	Yes	From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to the Naze of Norway, the Scaw, through the Cattegat, and up to the Sound; and eastward, to Heligoland and the Red Buoy in the Elbe.
Roach, Robert	65	Yes	From the Humber, southward, through Yarmouth Roads, and into the Downs; northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; and eastward, to Heligoland and the Red Buoy in the Elbe.
Raisbeck, William	61	Yes	From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, and up to the Sound.
Raper, John Thorley	57	Yes	From the Humber, southward, through Yarmouth Roads, the Swin, and up to the Nore; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, and up to the Sound.
Roberts, Robert	47	Yes	From the Humber, southward, through Yarmouth Roads, and into the Downs; eastward, to the Naze of Norway, the Scaw, through the Cattegat, and up to the Sound; and eastward, to Heligoland and the Red Buoy in the Elbe.
Rayner, Richard	36	Yes	From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, and up to the Sound.
Smith, Thomas	73	Yes	From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buoy in the Elbe; and southward, through Yarmouth Roads, and into the Downs.
Sutton, George Fowler	58	Yes	From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to the Naze of Norway, the Scaw, through the Cattegat, and up to the Sound; and eastward, to Heligoland and the Red Buoy in the Elbe.
Shepherd, William	54	Yes	From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to the Naze of Norway, the Scaw, through the Cattegat, and up to the Sound; and eastward, to Heligoland and the Red Buoy in the Elbe.

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—*continued.*

NAMES OF PILOTS.	Ages on last Birthday.	Whether Licensed or Authorised.	SERVICE FOR WHICH LICENSED OR AUTHORISED TO ACT.
EAST COAST—Younger Brethren who are Branch Pilots—*continued.*			
Sadler, Thomas - -	41	Yes -	From the Humber, southward, through Yarmouth Roads, and into the Downs; southward, through Yarmouth Roads, the Swin, and up to the Nore; and eastward, to Heligoland and the Red Buoy in the Elbe.
Schofield, William West -	44	Yes -	From the Humber, southward, through Yarmouth Roads, and into the Downs; southward, through Yarmouth Roads, the Swin, and up to the Nore; and eastward, to Heligoland and the Red Buoy in the Elbe.
Shepherd, James - -	44	Yes -	From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to the Naze of Norway, the Scaw, through the Cattegat, and up to the Sound; and eastward, to Heligoland and the Red Buoy in the Elbe.
Smith, Thomas - -	46	Yes -	From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, into Leith Roads; and eastward, to Heligoland and the Red Buoy in the Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, and up to the Sound.
Tonge, William - -	60	Yes -	From the Humber, southward, through Yarmouth Roads and into the Downs; southward, through Yarmouth Roads, the Swin, and up to the Nore; and eastward, to Heligoland and the Red Buoy in the Elbe.
Turnley, William - -	53	Yes -	From the Humber, eastward, to the Naze of Norway, the Scaw, through the Cattegat, and up to the Sound; northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; and eastward, to Heligoland and the Red Buoy in the Elbe.
Tate, Jacob - - -	54	Yes -	From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to the Naze of Norway, the Scaw, through the Cattegat, and up to the Sound; and eastward to Heligoland and the Red Buoy in the Elbe.
Taylor, George - -	42	Yes -	From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to the Naze of Norway, the Scaw, through the Cattegat, and up to the Sound; and eastward, to Heligoland and the Red Buoy in the Elbe.
Toogood, James - -	51	Yes -	From the Humber, eastward, to Heligoland and the Red Buoy in the Elbe; southward, through Yarmouth Roads and into the Downs; and northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads.
Wilson, John - - -	42	Yes -	From the Humber, southward, through Yarmouth Roads, the Swin, and up to the Nore; southward, through Yarmouth Roads and into the Downs; and eastward, to Heligoland and the Red Buoy in the Elbe.
Wharton, John - -	43	Yes -	From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to the Naze of Norway, the Scaw, through the Cattegat, and up to the Sound; and eastward, to Heligoland and the Red Buoy in the Elbe.
Wells, William - -	39	Yes -	From the Humber, northward, to Flamborough Head, Tinmouth Bar, and the Frith of Forth, up to Leith Roads; eastward, to the Naze of Norway, the Scaw, through the Cattegat, and up to the Sound; and eastward, to Heligoland and the Red Buoy in the Elbe.
PILOTS Appointed and Licensed to take Charge along the EAST COAST between the *Northness* of *Dimlington* on the Coast of *Yorkshire*, and *St. Edmund's Ness* on the Coast of *Norfolk*.			
Newby, Isaac - - -	29	Yes -	From St. Edmund's Ness on the coast of Norfolk, from the High Horn Beacon, from Wisbech Eye, and from the Lower Roads of Lynn; southward, to Wintertonness; and northward, to the River Humber, or the Northness of Dimlington, bearing west, and *vice versâ*.
Smith, John - - -	34	Yes -	

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—*continued.*

NAMES OF PILOTS.	Ages on last Birthday.	Whether Licensed or Authorised.	SERVICE FOR WHICH LICENSED OR AUTHORISED TO ACT.
PILOTS Appointed and Licensed to take Charge along the EAST COAST, to the Southward of the *Humber*.			
Boyce, Elvin	32	Yes	Along the East Coast, southward, between the entrance of the River Humber and the Northness of Dimlington, bearing west through Boston and Lynn Deeps as far as Blakeney.
Dobson, Joseph, the elder	72	Yes	
Dobson, Joseph, the younger	42	Yes	
Dobson, Charles	30	Yes	
Wells, William	61	Yes	

KINGSTON-UPON-HULL AND GREAT GRIMSBY.

PILOTS Appointed and Licensed for the River *Humber*, under the Act of Parliament 2 & 3 Will. 4, c. 105.

Brown, Joseph	52	Yes	Into and out of the Port of Kingston-upon-Hull, and of the Port of Great Grimsby, in the county of Lincoln, and upon any part of the River Humber below the said Port of Kingston-upon-Hull, and so far out at sea as to bring the Northness of Dimlington, on the coast of Holderness, to bear or be seen a sufficient distance clear or open of the land to the southward thereof, so as to pass clear of a certain sand or shoal called the New Sand; and also so far along the coast to the northward thereof as the said Northness of Dimlington, and to the southward thereof, as a certain point or headland, on the coast of Lincolnshire, commonly called or known by the name of Donna Nook.
Bodiley, George	54	Yes	
Booth, Thomas	48	Yes	
Brown, Benjamin	55	Yes	
Brewis, William Henry	38	Yes	
Boxhall, Charles Frederick	36	Yes	
Burrows, Robert	28	Yes	
Collier, James	48	Yes	
Clark, William	38	Yes	
Carr, Alexander	50	Yes	
Cook, Ibbotson	28	Yes	
Calvert, John	32	Yes	
Dawson, William	40	Yes	
Fenwick, Thomas	62	Yes	
Fothergill, William	51	Yes	
Frost, Edmund	42	Yes	
Featherstone, Henry Hunt	33	Yes	
Frazer, John Robert	32	Yes	
Gould, William	37	Yes	
Good, Thomas	50	Yes	
Green, William	28	Yes	
Hearfield, John	55	Yes	
Hornby, Robert	60	Yes	
Huby, Richard	52	Yes	
Harvey, John	42	Yes	
Jenneson, Benjamin	59	Yes	
Jennison, Joseph	28	Yes	
Johnson, John	42	Yes	
Kelsey, Frederick William	39	Yes	
Lundie, Wellington	40	Yes	
Linwood, Thomas	36	Yes	
Leng, Fisher Scott	50	Yes	
Markham, Stephen William	41	Yes	
Morrell, William	44	Yes	
Mearns, William Straton	31	Yes	
Merrikin, George	24	Yes	
Newham, William	32	Yes	
Owbridge, John	30	Yes	
Peckitt, Robert	45	Yes	
Rea, William	50	Yes	
Rogers, Edward	40	Yes	
Rowan, Thomas William	26	Yes	
Sampson, James	41	Yes	
Smith, Robert	51	Yes	
Saunders, Henry	52	Yes	
Shay, William	23	Yes	
Stevenson, James	42	Yes	
Todd, James	35	Yes	
Thompson, Thomas William	32	Yes	
Winter, John	48	Yes	
Wray, George	63	Yes	
Walker, Henry	50	Yes	
Ward, Hugh	50	Yes	
White, Charles	35	Yes	
Wilson, Thomas	24	Yes	
Ward, Pearson	24	Yes	

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—*continued.*

NAMES OF PILOTS.	Ages on last Birthday.	Whether Licensed or Authorised.	SERVICE FOR WHICH LICENSED OR AUTHORISED TO ACT.
PILOTS Appointed and Licensed for the River *Humber*, under the Acts of Parliament, 2 & 3 Will. 4, c. 105, and 12 & 13 Vict. c. 81.			
Basketter, Charles - -	35	Yes -	Into and out of the Port of Kingston-upon-Hull, and of the Port of Great Grimsby in the county of Lincoln, and upon any part of the River Humber below the said Port of Kingston-upon-Hull, and so far out at sea as to bring the Northness of Dimlington, on the coast of Holderness, to bear or be seen a sufficient distance clear or open of the land to the southward thereof, so as to pass clear of a certain sand or shoal called the New Sand, and also so far along the coast to the northward thereof as the said Northness of Dimlington, and to the southward thereof, as a certain point or headland on the coast of Lincolnshire, commonly called or known by the name of Donna Nook.
Lamming, Wm. Hollinshed	35	Yes -	
Lancaster, Charles - -	39	Yes -	
Robinson, John - -	41	Yes -	

APPRENTICES to the HUMBER PILOTAGE SERVICE.

NAMES.	Ages.	Whether Licensed or Authorised.	NAMES.	Ages.	Whether Licensed or Authorised.
Charles Henry Allen - -	16	No.	John Simpson - - -	19	No.
Christopher Barker - -	19	No.	John Smith - - -	17	No.
William Collis - - -	19	No.	William Cockrill Thompson -	18	No.
Thomas Hicks - - -	18	No.	Frederick George Wilkinson	16	No.

MASTERS and MATES to whom Certificates have been granted for the River *Humber*, to Pilot the Vessels of which they are respectively the Master or the Mate, under the Acts of Parliament, 2 & 3 Will. 4, c. 105, and 12 & 13 Vict. c. 88.

NAMES OF PILOTS.	Ages on last Birthday.	Whether Licensed or Authorised.	SERVICE FOR WHICH LICENSED OR AUTHORISED TO ACT.
Ansdell, James - -	38	Yes -	Into and out of the Port of Kingston-upon-Hull, and of the Port of Great Grimsby in the county of Lincoln, and upon any part of the River Humber below the said Port of Kingston-upon-Hull, and so far out at sea as to bring the Northness of Dimlington, on the coast of Holderness, to bear or be seen a sufficient distance clear or open of the land to the southward thereof, so as to pass clear of a certain sand or shoal called the New Sand, and also so far along the coast to the northward thereof as the said Northness of Dimlington, and to the southward thereof as a certain point or headland on the coast of Lincolnshire, commonly called or known by the name of Donna Nook.
Amery, John - - -	34	Yes -	
Atkinson, John - -	34	Yes -	
Abbott, William - -	40	Yes -	
Arnold, Joseph - -	31	Yes -	
Bailey, William - -	41	Yes -	
Brown, John Hugh - -	52	Yes -	
Bennington, Charles - -	42	Yes -	
Bartlett, Robert - -	44	Yes -	
Beaumont, Benjamin Parker	37	Yes -	
Cross, John - - -	40	Yes -	
Dawson, Thomas - -	46	Yes -	
Fowler, George - -	36	Yes -	
Fairburn, Daniel - -	61	Yes -	
Faulding, Charles - -	44	Yes -	
Foster, George - - -	37	Yes -	
Holdridge, John - -	48	Yes -	
Knowles, Richard Jordan	41	Yes -	
Kelsey, William - -	48	Yes -	
Lancaster, Robert - -	50	Yes -	
Leetham, James - -	30	Yes -	
Lidermore, George - -	44	Yes -	
Leetham, William - -	32	Yes -	
Lewis, Thomas - -	40	Yes -	
Moloney, Timothy - -	57	Yes -	
Maycock, Joseph - -	38	Yes -	
Mortier, George - -	38	Yes -	
Nichol, George - -	49	Yes -	
Newton, James - -	34	Yes -	
Rayner, Richard - -	35	Yes -	
Rimmington, John - -	39	Yes -	
Sawyer, Robert Morley -	41	Yes -	
Sykes, John - - -	39	Yes -	
Sadler, Thomas - -	43	Yes -	
Soulsby, Henry - -	29	Yes -	
Sales, John - - -	42	Yes -	
Storr, James - - -	30	Yes -	
Whiteley, John - - -	36	Yes -	

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—*continued.*

PILOTS Appointed and Licensed for *New Holland*, in the County of *Lincoln*.

NAMES OF PILOTS.	Ages on last Birthday.	Whether Licensed or Authorised.	SERVICE FOR WHICH LICENSED OR AUTHORISED TO ACT.
Brown, Joseph	52	Yes	
Bodiley, George	54	Yes	
Booth, Thomas	48	Yes	
Brown, Benjamin	55	Yes	
Brewis, William Henry	38	Yes	
Boxhall, Charles Frederick	36	Yes	
Burrows, Robert	28	Yes	
Baskitter, Charles	35	Yes	
Collier, James	48	Yes	
Clark, William	38	Yes	
Carr, Alexander	50	Yes	
Cook, Ibbotson	28	Yes	
Calvert, John	32	Yes	
Dawson, William	40	Yes	
Fenwick, Thomas	62	Yes	
Fothergill, William	51	Yes	
Frost, Edmund	42	Yes	
Featherstone, Henry Hunt	33	Yes	
Frazer, John Robert	32	Yes	
Gould, William	37	Yes	
Good, Thomas	50	Yes	
Green, William	28	Yes	
Hearfield, John	55	Yes	
Hornby, Robert	60	Yes	
Huby, Richard	52	Yes	
Harvey, John	42	Yes	
Jenneson, Benjamin	59	Yes	
Jennison, Joseph	28	Yes	
Johnson, John	42	Yes	
Kelsey, Frederick William	39	Yes	Into and out of New Holland, in the county of Lincoln, and upon any part of the Humber between New Holland aforesaid and the Port of Kingston-upon-Hull, and also into and out of the said Port of Kingston-upon-Hull.
Lundie, Wellington	40	Yes	
Linwood, Thomas	36	Yes	
Leng, Fisher Scott	50	Yes	
Lamming, Wm. Hollinshed	35	Yes	
Lancaster, Charles	39	Yes	
Markham, Stephen William	41	Yes	
Morrell, William	44	Yes	
Mearns, William Straton	31	Yes	
Merrikin, George	24	Yes	
Newham, William	32	Yes	
Owbridge, John	30	Yes	
Peckitt, Robert	45	Yes	
Rea, William	50	Yes	
Rogers. Edward	40	Yes	
Rowan, Thomas William	26	Yes	
Robinson, John	41	Yes	
Sampson, James	41	Yes	
Smith, Robert	51	Yes	
Saunders, Henry	52	Yes	
Shay, William	23	Yes	
Stevenson, James	42	Yes	
Todd, James	35	Yes	
Thompson, Thomas William	32	Yes	
Winter, John	48	Yes	
Wray, George	63	Yes	
Walker, Henry	50	Yes	
Ward, Hugh	50	Yes	
White, Charles	35	Yes	
Wilson, Thomas	24	Yes	
Ward, Pearson	24	Yes	

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—*continued.*

NAMES OF PILOTS.	Ages on last Birthday.	Whether Licensed or Authorised.	SERVICE FOR WHICH LICENSED OR AUTHORISED TO ACT.
WISBECH.			
PILOTS Appointed and Licensed for the Port of *Wisbech*, in the Isle of ELY.			
Burrows, John	45	Yes	Into and out of the Port and Harbour of Wisbech and the waters thereof, and from the said harbour through the Cross Keys Bridge to the Lower Roads, at sea, outwards, and from the said Lower Roads, at sea, through the Cross Keys Bridge into the said harbour of Wisbech, inwards, and from and to all intermediate places between the said harbour and the said Lower Roads.
Harvey, Richard	58	Yes	
Smith, James	59	Yes	
Taylor, William	47	Yes	
Wright, William	61	Yes	
SPALDING.			
PILOTS Appointed and Licensed for the Wash or Bay called *Fosdyke Wash*, and the River *Welland*, in the County of *Lincoln*.			
Law, George	49	Yes	Into and out of the River Welland and Fosdyke Wash, and seaward thereof, through the Deeps called Boston Deeps, as far as a certain buoy there called the High Horn Buoy, and including the whole distance between the said buoy and the High Bridge, over the said River Welland, in the town of Spalding.
Steadman, Thomas	55	Yes	
Wilkinson, Thomas, sen.	58	Yes	
GOOLE.			
PILOTS Appointed and Licensed for the Port of *Goole*, in the County of *York*.			
Bell, Henry	38	Yes	Into and out of the Port of Goole and the waters thereof, and upon any part of the said River Humber, between the said port and a certain part of the said River Humber called Hull Roads, and also into and out of the said roads, and upon any part thereof.
Clark, William	47	Yes	
Carter, William	37	Yes	
Furniss, James	40	Yes	
Fratson, William	32	Yes	
Fleetham, George	37	Yes	
Hailstone, Thomas	50	Yes	
Jackson, Thomas	51	Yes	
Wood, Henry	45	Yes	
MASTERS and MATES to whom Certificates have been granted for the Port of *Goole* aforesaid, to pilot the Vessels of which they are respectively the Master or the Mate, under the Act of Parliament 12 & 13 Vict. c. 88.			
Arnold, Joseph	31	Yes	Into and out of the Port of Goole aforesaid, and the waters thereof, and upon any part of the River Humber, between the said port and a certain part of the said River Humber called Hull Roads, and also into and out of the said roads, and upon any part thereof.
Darling, William	54	Yes	
Holdridge, John	40	Yes	
Leetham, James	30	Yes	
Lidermore, George	44	Yes	
Leetham, William	32	Yes	
Sales, John	42	Yes	
Wadsworth, Gregory Brook	39	Yes	
GAINSBOROUGH.			
PILOTS Appointed and Licensed for the Port of *Gainsborough*, in the County of *Lincoln*.			
Barton, John	49	Yes	Into and out of the Port of Gainsborough aforesaid, and the waters thereof, and upon any part of the River Humber between the said port and a certain part of the said River Humber called Hull Roads, and also into and out of the said roads, and upon any part thereof.
Harper, Dring	51	Yes	
Mozley, Robert	51	Yes	
Thompson, Enoch	47	Yes	

(*continued*)

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—*continued.*

No. 4.—RETURN of the RATES of PILOTAGE now in force, including the RATES and DESCRIPTIONS of all Charges made for or in respect of PILOTS or PILOTAGE at the Ports under the Jurisdiction of the Trinity House of *Kingston-upon-Hull;* for the Year ending 31 December 1854.

EAST COAST.

RATES of PILOTAGE for the EAST COAST.

For Ships and Vessels belonging to Subjects of Great Britain.

	SUMMER RATE, from 31 March to 30 September.	WINTER RATE, from 30 September to 31 March.
	£. s. d.	£. s. d.
From the Humber to the Downs	– 10 – per foot	– 12 6 per foot.
Ditto the Nore	– 8 – „	– 10 6 „
Ditto Yarmouth	– 5 – „	– 6 6 „
Ditto Bridlington	– 3 – „	– 4 – „
Ditto Stockton, Sunderland, or Shields	– 5 – „	– 6 6 „
Ditto Leith	– 8 – „	– 10 6 „

Ships and vessels belonging to aliens to pay 2 *s.* 6 *d.* per foot, in addition to the above rates.

Ships and vessels drawing less than 10 feet water to pay for 10 feet.

And for ships and vessels piloted from the entrance of the Humber to Boston and Lynn Deeps, belonging to subjects of Great Britain, 8 *s.* per foot; and for those belonging to aliens, 10 *s.* 6 *d.* per foot.

Ships and vessels drawing less than eight feet water to pay for eight feet.

RATES of PILOTAGE for the Limits between the Entrance of the *Humber* and *Boston*, and *Lynn Deeps* and *Blakeney.*

For ships and vessels belonging to Her Majesty's subjects, whether laden or light, piloted or liable to be piloted from the entrance of the River Humber, or the Northness of Dimlington, bearing west, through Boston or Lynn Deeps, or as far as Blakeney, the sum of 8 *s.* for every foot of the draught of water thereof, and so in proportion for half a foot.

For ships and vessels belonging to Her Majesty's subjects, whether laden or light, piloted or liable to be piloted within the aforesaid limits from Sutton through Boston or Lynn Deeps, or as far as Blakeney, the sum of 7 *s.* for every foot of the draught of water thereof, and so in proportion for half a foot.

For ships and vessels belonging to Her Majesty's subjects, whether laden or light, piloted or liable to be piloted within the aforesaid limits from Skegness through Boston or Lynn Deeps, or as far as Blakeney, the sum of 6 *s.* for every foot of the draught of water thereof, and so in proportion for half a foot.

For ships and vessels belonging to Her Majesty's subjects, whether laden or light, piloted or liable to be piloted within the aforesaid limits from Lynn Knock through Lynn Deeps, or from the Inner Knock through Boston Deeps, the sum of 5 *s.* for every foot of the draught of water thereof, and so in proportion for half a foot.

For ships and vessels belonging to Her Majesty's subjects, whether laden or light, piloted or liable to be piloted within the aforesaid limits from the Lynn Well Light Ship through Lynn Deeps, or from the Skulrig Buoy through Boston Deeps, the sum of 4 *s.* for every foot of the draught of water thereof, and so in proportion for half a foot.

For ships and vessels belonging to Her Majesty's subjects, whether laden or light, piloted or liable to be piloted within the aforesaid limits from the Roaring Middle through Lynn Deeps, or from the Bar Buoy through Boston Deeps, the sum of 2 *s.* 6 *d.* for every foot of the draught of water thereof, and so in proportion for half a foot.

For ships and vessels not belonging to Her Majesty's subjects, whether laden or light, piloted or liable to be piloted within the limits and as aforesaid, the further sum of 2 *s.* 6 *d.* in addition to the above several rates for every foot of the draught of water thereof, and so in proportion for half a foot.

All ships and vessels piloted or liable to be piloted as aforesaid, drawing less than eight feet water, to be deemed and considered as drawing eight feet, and to pay accordingly.

RATES of PILOTAGE for the Limits between *St. Edmund's Ness* on the Coast of *Norfolk* and the *Northness* of, *Dimlington*, bearing West.

For ships and vessels belonging to Her Majesty's subjects, whether laden or light, piloted or liable to be piloted from St. Edmund's Ness on the coast of Norfolk, from the High Horn Beacon, from Wisbech Eye, and from the Lower Roads of Lynn northward to the Northness of Dimlington, bearing west or southward to Wintertonness, the sum of 8 *s.* for every foot of the draught of water thereof, and so in proportion for half a foot.

For ships and vessels belonging to Her Majesty's subjects, whether laden or light, piloted or liable to be piloted within the aforesaid limits from Sutton through Boston or Lynn Deeps, or as far as Blakeney, the sum of 7 *s.* for every foot of the draught of water thereof, and so in proportion for half a foot.

For ships and vessels belonging to Her Majesty's subjects, whether laden or light, piloted or liable to be piloted within the aforesaid limits from Skegness through Boston or Lynn Deeps, or as far as Blakeney, the sum of 6 *s.* for every foot of the draught of water thereof, and so in proportion for half a foot.

For

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—*continued.*

For ships and vessels belonging to Her Majesty's subjects, whether laden or light, piloted or liable to be piloted within the aforesaid limits from Lynn Knock through Lynn Deeps, or from the Inner Knock through Boston Deeps, the sum of 5 *s.* for every foot of the draught of water thereof, and so in proportion for half a foot.

For ships and vessels belonging to Her Majesty's subjects, whether laden or light, piloted or liable to be piloted within the aforesaid limits from the Lynn Well Light Ship through Lynn Deeps, or from the Skulrig Buoy through Boston Deeps, the sum of 4 *s.* for every foot of the draught of water thereof, and so in proportion for half a foot.

For ships and vessels belonging to Her Majesty's subjects, whether laden or light, piloted or liable to be piloted within the aforesaid limits from the Roaring Middle through Lynn Deeps, or from the Bar Buoy through Boston Deeps, the sum of 2 *s.* 6 *d.* for every foot of the draught of water thereof, and so in proportion for half a foot.

For ships and vessels not belonging to Her Majesty's subjects, whether laden or light, piloted or liable to be piloted within the limits and as aforesaid, the further sum of 2 *s.* 6 *d.* in addition to the above several rates for every foot of the draught of water thereof, and so in proportion for half a foot.

All ships and vessels piloted or liable to be piloted as aforesaid, drawing less than eight feet water, to be deemed and considered as drawing eight feet and to pay accordingly.

KINGSTON-UPON-HULL.

RATES of PILOTAGE for the Port of *Kingston-upon-Hull.*

FROM OR TO.	TO OR FROM.	PER FOOT.
		s. *d.*
The distance at sea where the Northness of Dimlington bears west-south-west to the northward of Kilnsea North Cliff	Hawke Roads, or Grimsby Roads	2 6
	Whitebooth Roads	3 6
	The Port of Kingston-upon-Hull	5 –
The distance at sea where the Kilnsea North Cliff bears west-north-west to the northward of New Sand Buoy, or the Floating Light Vessel at the entrance of the River Humber	Hawke Roads, or Grimsby Roads	1 6
	Whitebooth Roads	2 6
	The Port of Kingston-upon-Hull	4 –
The said New Sand Buoy or the Floating Light Vessel at the entrance of the River Humber to the eastward of the point where the Spurn High Lighthouse bears north-east	Hawke Roads, or Grimsby Roads	1 –
	Whitebooth Roads	2 –
	The Port of Kingston-upon-Hull	5 6
The Spurn High Light bearing north-east	Hawke Roads, or Grimsby Roads	1 –
	Whitebooth Roads	2 –
	The Port of Kingston-upon-Hull	3 6
The Hawke Roads, the Buoy of the Burcome, or Grimsby Roads	Whitebooth Roads	1 6
	The Port of Kingston-upon-Hull	2 6
Whitebooth Roads	The Port of Kingston-upon-Hull	1 6

Ships and vessels belonging to aliens are to pay one-fourth more than ships and vessels having British registers, or being owned by subjects of the Queen of Great Britain, except when such first-mentioned ships shall, by any Order of Her Majesty's Most Honourable Privy Council, be privileged to enter the ports of the Kingdom of England on paying the same duties of tonnage or rates of pilotage as are paid by British ships, in which case such ships and vessels not having British registers, or not being owned by subjects of Her said Majesty, shall pay the like rates of pilotage only as are payable by ships and vessels having British registers, or being owned by subjects of Her said Majesty.

For a fractional part of a foot, such fractional part being not less than half a foot, a proportionate rate.

For intermediate distances, a proportionate rate.

Ships and vessels in ballast to pay only two-thirds of the above rates.

Ships and vessels employed in the coasting trade, whether laden or in ballast, to pay one-half of the above rates.

Ships and vessels drawing less than six feet water, to pay for six feet.

RATES of PILOTAGE for *New Holland*, in the County of *Lincoln.*

For ships and vessels belonging to Her Majesty's subjects, piloted from New Holland aforesaid, and upon any part of the Humber between New Holland aforesaid and the Port of Kingston-upon-Hull, and *vice versâ*, for each and every foot of the draught of water thereof, 6*d.* per foot.

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—*continued.*

Ships and vessels belonging to aliens are to pay one-fourth more than ships and vessels having British registers, or being owned by subjects of the Queen of Great Britain, except when such first-mentioned ships shall, by any Order of Her Majesty's Most Honourable Privy Council, be privileged to enter the ports of the Kingdom of England upon paying the same duties or rates of pilotage as are paid by British ships, in which case such ships and vessels not having British registers, or not being owned by subjects of Her said Majesty, shall pay the rates of pilotage only as are payable by ships and vessels having British registers, or being owned by subjects of Her said Majesty.

For the fractional part of a foot, such fractional part being not less than half a foot, a proportionate rate.

Ships and vessels in ballast to pay only two-thirds of the above rate.

Ships and vessels employed in the coasting trade, whether laden or in ballast, to pay one-half of the above rate.

Ships and vessels drawing less than six feet water, to pay for six feet.

WISBECH.

RATES of PILOTAGE for the Port of *Wisbech*, in the County of *Cambridge*.

For ships and vessels belonging to Her Majesty's subjects, whether laden or light, piloted or liable to be piloted inwards from the Lower Roads at sea to the Cross Keys Bridge, or from or to any intermediate place (barges and lighters belonging to Wisbech excepted), the sum of 1 *s.* 6 *d.* for every foot of the draught of water thereof, and so in proportion for half a foot.

For ships and vessels belonging to Her Majesty's subjects, whether laden or light, piloted or liable to be piloted outwards from the Cross Keys Bridge to the Lower Roads at sea, or from or to any intermediate place (barges and lighters belonging to Wisbech excepted), the like sum of 1 *s.* 6 *d.* for every foot of the draught of water thereof, and so in proportion for half a foot.

For ships and vessels belonging to Her Majesty's subjects, drawing 12 feet water and upwards, whether inwards or outwards, the sum of 1 *s.* 9 *d.* for every foot of the draught of water thereof, and so in proportion for half a foot.

For ships and vessels not belonging to Her Majesty's subjects, whether laden or light, piloted or liable to be piloted inwards or outwards from or to the Cross Keys Bridge as aforesaid, the sum of 3 *s.* for every foot of the draught of water thereof, and so in proportion for half a foot.

And if the master or commander of any ship or vessel (except ships and vessels delivering at or loading from the Eye) shall require a pilot to go or continue on board of such ship or vessel beyond the Lower Roads or above the Cross Keys Bridge, he shall pay a reasonable compensation for the extra pilotage, to be fixed by the superintendent or director of the pilots at the said Port of Wisbech.

SPALDING.

RATES of PILOTAGE for the Port of *Spalding*, in the County of *Lincoln*.

For vessels belonging to Her Majesty's subjects, whether laden or light, piloted or liable to be piloted inwards from Welland Setway, at or near to a place called Clay Hole, to and through Fosdyke Bridge (barges and lighters belonging to Spalding excepted), the sum of 2 *s.* for every foot of the draught of water thereof, and so in proportion for half a foot; and from or to any intermediate place between Fosdyke Bridge and Spalding High Bridge (barges and lighters belonging to Spalding excepted), the sum of 1 *s.* for every foot of the draught of water thereof, and so in proportion for half a foot.

For vessels belonging to Her Majesty's subjects, whether laden or light, piloted or liable to be piloted outwards from or to any intermediate place between Spalding High Bridge and Fosdyke Bridge (barges and lighters belonging to Spalding excepted), the like sum of 1 *s.* for every foot of the draught of water thereof, and so in proportion for half a foot; and from and below Fosdyke Bridge to the said Welland Setway, the sum of 2 *s.* for every foot of the draught of water thereof, and so in proportion for half a foot.

For vessels not belonging to Her Majesty's subjects, whether laden or light, piloted or liable to be piloted inwards or outwards, as aforesaid, between the said Setway and Spalding High Bridge, the sum of 4 *s.* for every foot of the draught of water thereof, and so in proportion for half a foot.

GOOLE.

RATES of PILOTAGE for the Port of *Goole*, in the County of *York*.

For ships and vessels belonging to Her Majesty's subjects, whether laden or light, piloted or liable to be piloted inwards from Hull Roads in the River Humber, or from any part of the said River Humber above Hull Roads, or outwards from the said port, or upon any part of the said river below the said port to Hull Roads aforesaid, for each and every foot of the draught of water thereof, and so in proportion for half a foot, as follows; that is to say:—

		s.	*d.*	
Ships and vessels	not exceeding 6 feet	3	6	per foot.
„ „	exceeding 6 feet, and not exceeding 8 feet	4	—	„
„ „	exceeding 8 feet, and not exceeding 10 feet	4	6	„
„ „	10 feet and upwards	5	—	„
„ „	coastwise (if piloted)	2	6	„

For

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—*continued.*

For ships and vessels not belonging to Her Majesty's subjects, whether laden or light, piloted or liable to be piloted inwards or outwards, as aforesaid, for each and every foot of the draught of water thereof, and so in proportion for half a foot, as follows; that is to say:—

		s.	d.	
Ships and vessels not exceeding 6 feet		4	4	per foot.
,, ,, exceeding 6 feet, and not exceeding 8 feet		5	–	,,
,, ,, exceeding 8 feet, and not exceeding 10 feet		5	1½	,,
,, ,, 10 feet and upwards		6	3	,,

For all ships and vessels, whether laden or light, piloted or liable to be piloted from the Port of Hull, or from a certain place in the said River Humber called Hull Roads, to any place below Oysterness or Ferriby Sluice, in the said river, the sum of 1*s.* for each and every foot of the draught of water thereof, and so in proportion for half a foot.

And all ships and vessels, whether laden or light, piloted or liable to be piloted from Oysterness or Ferriby Sluice aforesaid to the Port of Hull, or to Hull Roads aforesaid, the sum of 1*s.* 6*d.* for each and every foot of the draught of water thereof, and so in proportion for half a foot.

All ships and vessels piloted from or to Oysterness or Ferriby Sluice as aforesaid, to pay in addition to the above rate of pilotage the sum of 5*s.* per day for the detention of any pilot on board the same.

Ships and vessels not drawing so much as six feet water to be deemed and considered as drawing six feet, and to pay accordingly.

And for all ships and vessels which shall be towed by a steam tug under the direction of the pilots, two-thirds only of the above-mentioned several rates are to be demanded and paid.

GAINSBOROUGH.

RATES of PILOTAGE for the Port of *Gainsborough*, in the County of *Lincoln*.

For ships and vessels belonging to Her Majesty's subjects, whether laden or light, piloted or liable to be piloted inwards from Hull Roads in the River Humber, or from any part of the said River Humber above Hull Roads or outwards from the said port, or upon any part of the said River Humber below the said port to Hull Roads aforesaid, for each and every foot of the draught of water thereof, and so in proportion for half a foot; that is to say:—

		s.	d.	
Ships and vessels not exceeding 6 feet		3	6	per foot.
,, ,, exceeding 6 feet, and not exceeding 8 feet		4	–	,,
,, ,, exceeding 8 feet, and not exceeding 10 feet		4	6	,,
,, ,, 10 feet and upwards		5	–	,,
,, ,, coastwise (if piloted)		3	6	,,

For ships and vessels not belonging to Her Majesty's subjects, whether laden or light, piloted or liable to be piloted inwards or outwards as aforesaid, for each and every foot of the draught of water thereof, and so in proportion for half a foot, as follows; that is to say:—

		s.	d.	
Ships and vessels not exceeding 6 feet		4	4	per foot.
,, ,, exceeding 6 feet, and not exceeding 8 feet		5	–	,,
,, ,, exceeding 8 feet, and not exceeding 10 feet		5	1½	,,
,, ,, 10 feet and upwards		6	3	,,

For ships and vessels trading or sailing coastwise from Hull Roads to Keadby, and *vice versâ*, and to and from all places below Keadby aforesaid, employing any of the said pilots, the sum of 2*s.* 6*d.* for each and every foot of the draught of water thereof, and so in proportion for half a foot.

For all such ships and vessels trading or sailing coastwise as above, to or from any place above Keadby, the sum of 3*s.* 6*d.* for each and every foot of the draught of water thereof, and so in proportion for half a foot.

And whenever the pilots shall be required to attend, or shall be detained on board any vessel of the burthen of 70 tons or upwards at any place within the River Trent, for the accommodation of such vessel whilst engaged in taking on board any part of her cargo or otherwise, such pilot shall be allowed to demand and receive the sum of 5*s.* for every day of 24 hours, or the sum of 2*s.* 6*d.* for a tide's work, and after the rate of 5*s.* a day for any proportionate part of a day over and above the rate or sum of money due to such pilot for the pilotage of such vessel; and for such vessels as are under the burthen of 70 tons, a sum at and after the rate of 3*s.* 6*d.* per day.

All vessels not drawing so much as six feet water to be deemed and considered as drawing six feet, and to pay accordingly.

And for all ships and vessels which shall be towed by a steam tug under the direction of the pilots, two-thirds only of the above-mentioned several rates are to be demanded and paid.

Trinity House, Hull, 28 February 1855. *Edw. S. Wilson*, Secretary.

Corporation of Trinity House of Kingston-upon-Hull—*continued.*

No. 5.—RETURN of the Total Amount received for Pilotage of Vessels Into and Out of the Ports under the Jurisdiction of the Trinity House of *Hull*, distinguishing the Amounts received from British Vessels and from Foreign Vessels respectively, and the several Amounts received in respect of Vessels paying different Rates of Pilotage, and the several Amounts received for the several Classes of Service rendered by Pilots, together with the Number of the Vessels of each of the Classes paying such Amounts as aforesaid; for the Year ending 31 December 1854.

(A.)—TO THE HUMBER.

DISTANCES for which PILOTED, according to the different Distances in the Scale of Rates.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
	COASTERS.		OVERSEA.		PRIVILEGED.		UNPRIVILEGED.			
	No. of Vessels.	Amount.	No. of Vessels.	Amount.	No. of Vessels.	Amount.	No. of Vessels.	Amount.	No. of Vessels.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Boston Deeps to the Humber, or the Northness of Dimlington bearing West	-	- - -	-	- - -	1	3 4 –	-	- - -	1	3 4 –
From Lynn Deeps to ditto	-	- - -	-	- - -	4	15 8 –	-	- - -	4	15 8 –
From Lynn Deeps to Sutton	-	- - -	-	- - -	1	2 16 –	-	- - -	1	2 16 –
Intermediate distances within the limits above mentioned	-	- - -	-	- - -	4	13 12 –	-	- - -	4	13 12 –
Total	-	- - -	-	- - -	10	35 – –	-	- - -	10	35 – –

FROM THE HUMBER.

From the Humber to the Downs	-	- - -	4	31 17 6	1	6 17 6	-	- - -	5	38 15 –
Ditto - to the Nore	-	- - -	5	38 17 3	2	11 5 6	-	- - -	7	50 2 9
Ditto - to Yarmouth	-	- - -	1	6 2 8	-	- - -	-	- - -	1	6 2 8
Ditto, or the Northness of Dimlington bearing West, to Boston Deeps	-	- - -	-	- - -	12	52 4 –	-	- - -	12	52 4 –
Ditto - ditto - Lynn Deeps	1	4 8 –	-	- - -	63	275 – –	-	- - -	64	279 8 –
Ditto - ditto - Blakeney	-	- - -	-	- - -	7	26 12 –	-	- - -	7	26 12 –
From the Humber to Leith	-	- - -	4	33 7 10	-	- - -	-	- - -	4	33 7 10
From Sutton to Lynn Deeps	-	- - -	2	8 18 6	3	11 4 –	-	- - -	5	20 2 6
From Skegness to Boston Deeps	-	- - -	1	4 7 –	-	- - -	-	- - -	1	4 7 –
Ditto - to Lynn Deeps	-	- - -	6	29 8 –	7	19 19 –	-	- - -	13	40 7 –
Intermediate distances within the limits above mentioned	4	8 12 6	12	33 8 –	16	34 15 9	-	- - -	32	76 16 3
Total	5	13 – 6	35	177 6 9	111	437 17 9	-	- - -	151	628 5 –

(B.)—TO, IN, AND FROM THE BALTIC.

DISTANCES FOR WHICH PILOTED.	BRITISH VESSELS.			FOREIGN VESSELS.			TOTALS.	
	No. of Vessels.	Rate of Pilotage per Day.	Amount.	No. of Vessels.	Rate of Pilotage per Day.	Amount.	No. of Vessels.	Amount.
		s. d.	£. s. d.		s. d.	£. s. d.		£. s. d.
From Hull to the Cattegat and Belts, and back to the Downs, on survey in the "Hecla" (10 pilots)	1	15 –	251 5 –	-	- -	- - -	1	251 5 –
From Hull to Scotland, and thence to the Baltic	1	15 –	66 15 –	-	- -	- - -	1	66 15 –
From the Humber to and in the Baltic, and back to the Humber, and thence to the Downs	1	15 –	53 5 –	-	- -	- - -	1	53 5 –
From the Downs to and in the Baltic, and back to Portsmouth	1	15 –	201 15 –	-	- -	- - -	1	201 15 –
From the Downs to and in the Baltic and Gulf of Finland, and back to Spithead	2	15 –	214 10 –	-	- -	- - -	2	214 10 –
From the Downs to Kiel	2	15 –	45 2 6	-	- -	- - -	2	45 2 6
From the Downs to and in the Baltic	3	15 –	140 5 –	-	- -	- - -	3	140 5 –
From the Downs to the Baltic, and back to the Downs	-	- -	- - -	3	20 –	659 – –	3	659 – –
From the Downs to and in the Baltic, and back to Cromarty	1	15 –	213 15 –	-	- -	- - -	1	213 15 –
From the Downs to and in the Baltic, and back to Cherbourg	-	- -	- - -	1	20 –	200 6 3	1	200 6 3
From the Nore to and in the Baltic and Gulf of Finland, and back to Harwich	1	15 –	204 15 –	-	- -	- - -	1	204 15 –
From the Nore to the Baltic, and back to Plymouth	1	15 –	212 5 –	-	- -	- - -	1	212 5 –
From Folkestone to and in the Baltic, and back to Plymouth	1	15 –	204 – –	-	- -	- - -	1	204 – –
From Spithead to and in the Baltic, and back to Plymouth	1	15 –	199 10 –	-	- -	- - -	1	199 10 –
From Calais to and in the Baltic, and back to the Nore	1	15 –	66 15 –	-	- -	- - -	1	66 15 –
From Calais to and in the Baltic, and back to the Downs	-	- -	- - -	2	20 –	172 – –	2	172 – –
From Calais to and in the Baltic, and back to Boulogne	1	15 –	51 15 –	1	20 –	98 – –	2	149 15 –
From Calais to Ledesund, and back to the Downs	1	15 –	41 5 –	-	- -	- - -	1	41 5 –
From Calais to the Baltic and back	1	15 –	48 – –	-	- -	- - -	1	48 – –
To the Baltic, and back to the Nore	1	15 –	209 5 –	-	- -	- - -	1	209 5 –
From the Baltic to Sheerness	1	7 6	3 – –	-	- -	- - -	1	3 – –
From the Baltic to Gravesend	1	7 6	3 15 –	-	- -	- - -	1	3 15 –
Total	23	- -	2,433 17 6	7	- -	1,129 6 3	30	3,563 3 9

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—*continued.*

(C.)—PORT OF HULL.

(1.)—INWARDS.

DISTANCES for which PILOTED, According to the different Distances in the Scale of Rates.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.				PRIVILEGED.					
	Vessels Laden.		Vessels in Ballast.		Vessels Laden.		Vessels in Ballast.		Vessels Laden.		Vessels in Ballast.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.				£. s. d.		£. s. d.		£. s. d.		£. s. d.
From the distance at sea where the Northness of Dimlington bears West South West to the Northward of Kilnsea North Cliff, to the Port of Kingston-upon-Hull	6	7 4 9	–	– –	482	1,470 14 –	6	8 13 8	1,354	2,957 6 –	12	11 18 2	1,860	4,455 16 7
From ditto to New Holland	–	– –	–	– –	1	3 – 6	–	– –	6	17 6 6	–	– –	7	20 7 –
From the distance at sea where Kilnsea North Cliff bears West North West to the Northward of the New Sand Buoy, or the Floating Light Vessel at the entrance of the River Humber, to the Port of Kingston-upon-Hull	6	6 2 –	–	– –	138	313 14 3	3	3 1 8	277	558 19 9	1	1 4 –	425	883 1 8
From ditto to New Holland	–	– –	–	– –	3	8 6 6	–	– –	1	2 5 –	–	– –	4	10 11 6
From the New Sand Buoy or the Floating Light Vessel at the entrance of the River Humber, to the Eastward of the Point where the Spurn High Lighthouse bears North East, to the Port of Kingston-upon-Hull	3	2 10 9	1	– 17 6	69	131 9 4	10	11 17 10	169	294 7 5	2	2 – 8	254	443 3 6
From ditto to New Holland	–	– –	–	– –	–	– –	–	– –	1	2 4 –	–	– –	1	2 4 –
From the Hawke Roads, the Buoy of the Burcombe, or Grimsby Roads to the Port of Kingston-upon-Hull	5	3 18 1	–	– –	41	50 12 1	3	2 1 8	71	90 8 7	–	– –	120	147 – 5
From Whitebooth Roads to the Port of Kingston-upon-Hull	–	– –	–	– –	1	– 18 9	–	– –	2	1 6 3	–	– –	3	2 5 –
TOTAL	20	19 15 7	1	– 17 6	735	1,978 15 5	22	25 14 10	1,881	3,924 3 6	15	15 2 10	2,674	5,964 9 8

VESSELS changing at *Hull* for Ports and Places above *Hull.*

	No. of Vessels.	Amount of Pilotage below Hull.
		£. s. d.
Return of the amount paid by such vessels piloted to the Port of Hull, as have, before reaching their ultimate port of destination, to take or pay for two or more pilots, with the number of vessels paying the same	155	314 10 3

(2.)—OUTWARDS.

From the Port of Kingston-upon-Hull to the distance at sea where Kilnsea North Cliff bears West North West to the Northward of the New Sand Buoy, or the Floating Light Vessel at the entrance of the River Humber	105	93 1 9	–	– –	402	906 16 –	216	266 18 –	968	1,713 1 4	601	663 4 –	2,292	3,643 1 1
From New Holland to ditto	5	6 – –	–	– –	2	5 12 6	–	– –	9	17 6 9	6	5 16 9	22	34 16 –
TOTAL	110	99 1 9	–	– –	404	912 8 6	216	266 18 –	977	1,730 8 1	607	669 – 9	2,314	3,677 17 1

VESSELS from Ports and Places above *Hull* changing at *Hull.*

	No. of Vessels.	Amount of Pilotage below Hull.
		£. s. d.
Return of the amount paid by such vessels as have, before reaching the limits of pilotage-water, to take or pay for two or more pilots, with the number of vessels paying the same	115	149 7 10

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—*continued.*

(D.)—PORT OF GRIMSBY.

(1.)—INWARDS.

DISTANCES for which PILOTED, According to the different Distances in the Scale of Rates.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.				PRIVILEGED.					
	Vessels Laden.		Vessels in Ballast.		Vessels Laden.		Vessels in Ballast.		Vessels Laden.		Vessels in Ballast.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From the distance at sea where the Northness of Dimlington bears West South West to the Northward of Kilnsea North Cliffe, to the Grimsby Docks	9	9 2		2 18 8	96	213 – 6	–	– –	187	403 8 –	–	– –	295	628 9 6½
From the distance at sea where Kilnsea North Cliff bears West North West to the Northward of the New Sand Buoy, or the Floating Light Vessel at the entrance of the River Humber, to the Grimsby Docks	1	1 8 –	–	– –	34	52 18 4	–	– –	71	103 5 3	–	– –	106	157 11 7
From the New Sand Buoy or the Floating Light Vessel at the entrance of the River Humber to the Eastward of the Point where the Spurn Lighthouse bears North-east, to the Grimsby Docks	17	19 8 10½	–	– –	24	33 3 2	–	– –	53	62 10 7	–	– –	94	105 12 7½
TOTAL	27	20 9 3	3	2 18 8	154	299 2 –	–	– –	311	569 3 10	–	– –	495	891 18 9

(2.)—OUTWARDS.

From the Grimsby Docks to the distance at sea where Kilnsea North Cliff bears West North West, to the Northward of the New Sand Buoy, or the Floating Light Vessel at the entrance of the River Humber	18	15 14 7	9	8 1 4	77	134 – 9	47	48 2 8	125	183 19 3	153	156 10 9	429	546 9 4

(E.)—PORT OF GOOLE.

(1.)—INWARDS.

DISTANCES for which PILOTED, According to the different Distances in the Scale of Rates.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.				PRIVILEGED.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Hull Roads to Goole	28	41 9 9	64	107 14 7	97	84 3 9	20	14 12 1	39	47 12 10	27	43 7 6	275	339 – 6

(2.)—OUTWARDS.

From Goole to Hull Roads	108	94 – 7	25	18 7 3	3	5 4 3	10	13 12 6	23	28 2 6	62	62 – 10	231	221 7 11
From any place below Oysterness or Ferriby Sluice to Hull Roads	–	– –	–	– –	–	– –	–	– –	2	3 16 –	–	– –	2	3 16 –
TOTAL	108	94 – 7	25	18 7 3	3	5 4 3	10	13 12 6	25	31 18 6	62	62 – 10	233	225 3 11

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—*continued.*

(F.)—PORT OF GAINSBOROUGH.

(1.)—INWARDS.

DISTANCES for which PILOTED, According to the different Distances in the Scale of Rates.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.				PRIVILEGED.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Hull Roads to Gainsborough	25	30 8 5	13	14 1 5	2	3 12 –	1	1 13 4	2	3 12 –	13	20 16 10	56	74 8 6

(2.)—OUTWARDS.

From Gainsborough to Hull Roads	34	46 9 8	9	11 5 –	–	– – –	–	– – –	7	8 18 6	10	13 18 2	60	80 11 4

(G.)—PORT OF WISBECH.

(1.)—INWARDS.

DISTANCES for which PILOTED, According to the different Distances in the Scale of Rates.	BRITISH VESSELS.		FOREIGN VESSELS.				TOTALS.	
			PRIVILEGED.		UNPRIVILEGED.			
	No. of Vessels.	Amount.	No. of Vessels.	Amount.	No. of Vessels.	Amount.	No. of Vessels.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From the Lower Roads at sea to the Cross Keys Bridge	233	161 11 1½	45	36 17 4½	– –	– – –	278	198 8 6
For assisting ships through the Cross Keys Bridge	1	– 5 –	– –	– – –	– –	– – –	1	– 5 –
For extra pilotage above the Cross Keys Bridge	– –	– – –	36	23 18 10	– –	– – –	36	23 18 10
TOTAL	234	161 16 1½	81	60 16 2½	– –	– – –	315	222 12 4

(2.)—OUTWARDS.

From the Cross Keys Bridge to the Lower Roads at sea	216	107 5 –	35	20 10 3	– –	– – –	251	127 15 3

(H.)—PORT OF SPALDING.

(1.)—INWARDS.

DISTANCES for which PILOTED, According to the different Distances in the Scale of Rates.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
	COASTERS.		OVERSEA.		PRIVILEGED.		UNPRIVILEGED.			
	No. of Vessels.	Amount.	No. of Vessels.	Amount.	No. of Vessels.	Amount.	No. of Vessels.	Amount.	No. of Vessels.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Welland Setway to Spalding High Bridge	– –	– – –	– –	– – –	6	5 2 –	– –	– – –	6	5 2 –
Ditto to Fosdyke Bridge	251	117 10 7	– –	– – –	3	3 10 6	– –	– – –	254	121 1 1
TOTAL	251	117 10 7	—	– – –	9	8 12 6	—	– – –	260	126 3 1

(2.)—OUTWARDS.

From Spalding High Bridge to Welland Setway	– –	– – –	– –	– – –	1	– 15 –	– –	– – –	1	– 15 –
From Fosdyke Bridge to Welland Setway	126	33 11 9	– –	– – –	8	3 16 6	– –	– – –	134	37 8 3
TOTAL	126	33 11 9	—	– – –	9	4 11 6	—	– – –	135	38 3 3

Trinity House, Kingston-upon-Hull, 28 February 1855.

Edward S. Wilson, Secretary.

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—*continued.*

No. 6.—ACCOUNT of the RECEIPT and EXPENDITURE of all MONIES received by or on behalf of the Corporation of the Trinity House of *Kingston-upon-Hull*, and by the Sub-Commissioners acting under the said Corporation, in respect of Pilots or Pilotage; for the Year ending 31 December 1854.

(A.)—TRINITY HOUSE OF KINGSTON-UPON-HULL.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
To pilots' poundage, being 5 per cent. upon the earnings of such pilots as are younger brethren of the corporation, and the extra coasting pilots	117	4	6	By Income tax	–	19	2
To income tax	1	17	4	By Z. C. Pearson, premium on extra insurance on life policy whilst serving in Her Majesty's ship "Hecla," as pilot in February and March 1854	2	10	–
				By balance	115	12	8
£.	119	1	10	£.	119	1	10

Note.—The above amount is carried to the general account of this corporation.

Trinity House, Hull, 26 February 1855. *Robert Gill*, Wardens' Clerk.

(B.)—PORT OF HULL AND RIVER HUMBER COMMISSIONERS.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
To balance brought from last account	14	1	2	By amount paid to pilots	8,858	17	6
To amount of fees received from applicants for licences and certificates	198	9	–	By amount paid for salaries of clerk and other officers	270	–	–
To amount received as contributions to Superannuated Pilots' Fund	193	4	–	By amount paid for incidentals, such as books, stationery, solicitor, taxes, trades-men's bills, &c., &c., &c.	219	12	2
To amount received for fines and forfeitures	37	–	–	By amount paid for or in respect of pilot-cutters, &c.	1,316	4	–
To gross amount received for inward pilotage	6,856	3	5	By amount paid for pensions or superannuations	279	5	6
To gross amount received for outward pilotage	4,224	6	5	By weekly relief paid to pilots' widows	113	8	–
				By cash paid, as deducted from outward pilotage, for apprentices' wages, victuals, turpentine, oil, fares, boating, patriotic fund, &c., &c.	440	4	11
				By balance carried to next account	25	11	11
£.	11,523	4	–	£.	11,523	4	–

15 January 1855. *Charles Smith*, Clerk to the Commissioners.

(C.)—SUB-COMMISSIONERS FOR PORT OF GOOLE.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
To amount of inwards pilotage	339	–	6	By commission, &c. paid to pilot master	56	8	2
To amount of outwards pilotage	225	3	11	By pilots' boating and expenses	5	5	6
By balance of last account	–	1	9	By pilot boat, and repairs	6	16	8
				By stamps	–	2	4
				By amount of pilotage paid to the under-mentioned pilots; viz.—			
				George Wright	30	16	–
				Thomas Hailstone	53	10	2
				William Clark	49	18	5
				Henry Bell	50	5	8
				George Fleetham	43	12	5
				Henry Wood	53	10	2
				James Furness	53	10	2
				William Carter	53	10	2
				William Fratson	53	10	2
				Thomas Jackson	53	10	2
£.	564	6	2	£.	564	6	2

5 January 1855. *R. Chambers*, Pilot Master.

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—*continued.*

(D.)—SUB-COMMISSIONERS FOR PORT OF GAINSBOROUGH.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
To gross amount received for inward pilotage	74	8	6	By amount for commission, &c. to pilot-master	11	13	10 ½
To gross amount received for outward pilotage	80	11	4	By pilots' boating, railway fare and expenses	1	17	6 ½
To amount received for tideswork	–	15	–	By Christmas-boxes	–	4	–
				By amount of pilotage and tideswork	–	7	–
				By amount paid to the undermentioned pilots; namely—			
				John Barton, for pilotage	35	8	1 ½
				Dring Harper - ditto	35	8	1 ½
				Robert Mozley - ditto	35	8	1 ½
				Enoch Thompson, ditto	35	8	1 ½
£.	155	14	10	£.	155	14	10

Thomas Lloyd, Pilot Master.

(E.)—SUB-COMMISSIONERS FOR PORT OF WISBECH.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
To gross amount received for inward pilotage	198	11	6	By amount of pilotage paid to the undermentioned pilots; viz.—			
To gross amount received for outward pilotage	127	17	3	Richard Harvey	64	7	9
To amount of pilotage from the Cross Keys Bridge to the town of Wisbech (under 5th bye-law)	23	18	10	William Wright	68	17	8
				William Taylor	76	–	9
				David Phillips	38	11	6 ½
				John Burrows	74	3	10 ½
				James Smith	28	6	–
£.	350	7	7	£.	350	7	7

Wisbech, 11 January 1855.

Fra. Jackson, Secretary to the Sub-Commissioners.

(F.)—SUB-COMMISSIONERS FOR PORT OF SPALDING.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
To gross amount received for inward pilotage	126	3	1	By amount paid for commission, &c. to pilot-master	10	–	–
To gross amount received for outward pilotage	38	3	3	By amount paid for tidesworks and other expenses	40	11	11 ½
				By amount of pilotage paid to the undermentioned pilots; namely—			
				George Law	37	18	1 ½
				Thomas Steadman	37	18	1 ½
				Thomas Wilkinson the elder	37	18	1 ½
£.	164	6	4	£.	164	6	4

Spalding, 5 February 1855.

Wm. Smith, Pilot Master.

PORT OF KING'S LYNN.

No. 1.—RETURN of all Bye-laws, Regulations, Orders or Ordinances relating to Pilots or Pilotage now in force within the Jurisdiction of the Pilot Commissioners of the Port of *King's Lynn*; for the Year ending 31 December 1854.

The Orders, Rules, and Bye-laws, under the Act of Parliament for the Regulation and Government of the Pilots belonging to the Port of *King's Lynn*, in the county of *Norfolk*, as revised by a Committee appointed by the Commissioners acting under this Act, and confirmed by them at a meeting holden at the Guildhall on the 4th February 1831. Published by order of the Commissioners under the Act, 1831.

New Pilotage Byelaws allowed by C. of Board 1862

Borough and Port of *King's Lynn*, in the County of *Norfolk*.

The Orders, Rules, and Bye-laws, under an Act of Parliament passed in the 13th year of the reign of his late Majesty King George the 3d, A. D. 1773, intituled, "An Act for the better Regulation and Government of the Pilots conducting Ships and Vessels to and out of the Port of *King's Lynn*, and of the Bridgemen conducting Gangs of Lighters or Barges to and from the same; and for laying down Moorings in the Harbour of the said Port; and for preventing Mischiefs by Fire therein."

That one of the persons who shall from time to time be a licensed pilot, shall be the headsman and master of all the other pilots; and that such headsman shall not be obliged to pilot any ship or vessel himself, but when he shall judge it necessary.

That the headsman shall attend at all seasonable times at the office on Saint Ann's Fort, either by himself or some other person competent to transact all such business as may occur, and there receive all the pilotage and tides-work earnings of the pilots, and keep a regular account thereof, and of the turns in pilotage to be taken by the said pilots.

That the headsman shall make out and settle his accounts on the first Monday in every month, and then pay and distribute the money.

That the headsman be directed and empowered to appoint a master, or deputed master, (who shall be a licensed pilot) to each of the pilot sloops, to take the command thereof when down the Channel, and to give orders for conducting ships and vessels to this port; such master, or deputed master, to be at all times on board, and to take charge of the said sloops when they go down the Channel. And the headsman is strictly enjoined not to permit or suffer either of the said sloops to go down the Channel without such master, or deputed master, being on board to take the command thereof respectively, on any pretence whatsoever.

That the headsman shall not excuse any pilot from the exercise of his duty on account of, or under pretence of illness, unless such illness shall be certified by writing under the hand of some known physician, surgeon, or apothecary.

That the headsman shall not, on any pretence whatsoever, employ any of the pilots in or about his own proper business, (such as superintending the repairs of sloops, or other things which require attendance on shore) so that the trade be in any respect deprived of the benefit of the attendance and service of such pilots on all necessary occasions.

That the bell affixed on the Pilot Office be rung at all times when the headsman shall think proper (a quarter of an hour), for calling the pilots to attend and receive his orders for going down with the sloops, and for other matters. And such pilots as shall neglect or refuse to go to the office at the ringing of the bell shall be deemed guilty of neglect of duty, and liable to the consequences thereof.

That the headsman do keep a regular account in writing, in a book provided for the purpose, of the names of the pilots who shall be guilty of disobedience of his (the headsman's) orders; and that such book be laid before the commissioners at every meeting.

That the headsman shall on the first notice of any vessel or vessels being on shore, and in distress, within this port (in preference to all other things) send all the assistance in his power to such vessel or vessels. And all pilots having knowledge of such matters, whilst in the Channel, shall do their utmost endeavours to relieve such vessel or vessels, without first coming up to town for the headsman's orders for that purpose.

That the headsman, in all cases where it shall appear to him that keels or barges coming up the Channel can get into town the same tide and do not proceed thither, shall discharge the pilot or pilots from the said keels or barges, unless sufficient cause be assigned to him for making the delay.

That the headsman do give strict directions to the masters, or deputed masters, of the pilot sloops not to put more than one pilot on board any foreign or other ship or vessel, unless such ship or vessel shall have a signal of distress flying.

That all masters of ships and vessels wanting pilots shall apply to the headsman at the office for a pilot, and there pay what shall be due for their pilotage both upwards and downwards, and for tides-work, previous to a pilot being appointed for such ship or vessel.

That every master of a ship or vessel wanting a pilot shall produce to the headsman of the pilots the meter's or other officer's certificate of clearance or discharge of the ship or vessel for which he applies for a pilot, and unless such certificate is produced to the headsman, or he is otherwise satisfied that the ship or vessel is delivered of her cargo, he is not to appoint a pilot to such ship or vessel.

That the master of every ship or vessel that shall go or proceed down to the West Side or Crutch, and laying there one tide or more, shall afterwards come up to the town without proceeding on her voyage, shall pay for the pilotage of such ship or vessel up to the town again, 2 *s.* 6 *d.* And that the master of every ship or vessel that shall go or proceed below the West Point for ballast, and come up to the town again, shall pay the same pilotage per foot as if she proceeded on her voyage.

That

PORT OF KING'S LYNN—*continued.*

That the pilots shall go down in one of the two sloops provided for them, in such numbers, by such turns, to such distance, and at such times as the headsman shall from time to time direct, under such penalty for their refusal or neglect, either by fine or dismissal, as the commissioners may think fit.

That the several pilots shall take their regular turns in piloting ships or vessels, either down or up the Channel, as the headsman, or the master, or deputed master, of the pilot sloops shall direct, under the like penalty as above, for their refusal or neglect.

That if any pilot or pilots shall not obey the orders of the headsman when on shore, and of the masters, or deputed masters, of the pilot sloops when on board the said sloops, he or they shall be fined or dismissed from his or their office of a licensed pilot, at the discretion of the commissioners.

That the several pilots, when they are not employed in piloting, shall attend every day at the Pilots' Office on Saint Ann's Fort, from the beginning of flood, until high water, and at such other times of the day as are necessary, there to receive the orders and directions of their headsman.

That the pilots, when they come up to town from out of the Channel, or from piloting any ships or vessels to town, shall repair to the headsman's office without delay, report to him what ships they have been piloting, and receive such orders as he may have cause to give them; except only when they are required to go on board outward bound ships or vessels immediately on their arrival in town.

That if at any time the master of the pilot sloop only (except the younger apprentice) shall be left on board the sloop, and the master of a ship or vessel shall at that time require a pilot, the master of such ship or vessel shall put a mariner on board the sloop to take care of her, before the said master of the pilot sloop shall be obliged to go on board the said ship or vessel.

That the masters of the pilot sloops do cause a regular watch to be kept on board the said sloops when down the roads.

That the masters of the pilot sloops when down the roads, and riding near, but not above, the Whiting Beacon, do take care that a light be kept, when necessary, in a proper part of the sloop, to be seen by ships or vessels coming into the Channel in the night time, from the beginning of flood until high water, and as long after, with a running wind, as needful.

That the masters of the pilot sloops, when lying in the roads, and whenever any upward bound vessels are in sight, do not neglect, whilst there are any pilots on board the said sloops, to hoist a jack at the mast head, as a signal to such ships or vessels, that if they come forward they may have pilots to conduct them to town.

That the first ship or vessel arriving at the Bell Buoy (such buoy bearing north west) be entitled to the first pilot, and all others in succession, and that every ship or vessel so arriving, and which cannot, from her large burden, proceed up the Channel immediately, be boarded in her turn, and a pilot put and remain on board till she is able to proceed to town.

That the pilot who shall have the charge of any ship or vessel lying in the roads, or at any place between the roads and the town, either upward or downward bound, shall not leave such ship or vessel and go on shore, without first obtaining permission from the master of the said ship or vessel.

That the pilots appointed to pilot ships or vessels down the Channel do on no account whatever, either at the request or by permission of the masters of such ships or vessels, leave or quit them (by allowing themselves to be put ashore either at Bentinck's or elsewhere) till their arrival in the roads.

That when any pilot shall, by accident, or otherwise, lay any ship or vessel aground which he shall have in charge, such pilot shall not of his own accord, under any pretence whatever, leave the ship or vessel until she shall be afloat and in safety.

That when any ships or vessels are coming up the Channel into town, and there are others in the harbour, outward bound, wanting pilots, the first ship or vessel in turn shall claim the pilot first coming into town, and so on in turn as pilots may come in with ships and vessels afterwards.

That every ship or vessel shall be piloted so far down as the Bell Buoy, if the master or commander shall require it, or such ship or vessel shall not be brought to anchor before she gets there the same tide she leaves her moorings.

That one of the pilot sloops do always remain at her proper station in the roads so long as there is a reasonable probability of ships or vessels getting up to town.

That the pilot sloops do at all times when up to town lay afloat, if possible, on the west side of the Channel.

That the pilots do at all times board ships and vessels bound to Lynn, in preference to boarding vessels (being strangers) which may be in the roads bound to Wisbech, or any other ports. And that the pilots do on no account pilot any ships or vessels bound to Wisbech, or any other ports, if ships or vessels bound to Lynn are in want of pilots at the time, even if they are on board such strangers.

That the pilots do not on any account bring up Humber keels or other vessels in the channel, so as to obstruct the free navigation of ships or vessels going up and down.

That the pilots shall deliver all letters given to them by the headsman with all despatch, on pain of being suspended in their office during the pleasure of the commissioners, and that a proper bag be kept for the custody of such letters.

That whenever any buoy or beacon shall be lost or out of its place, the pilots do forthwith acquaint the headsman with the circumstance, in order that it may be replaced with as little delay as possible.

That all the pilots, but especially the masters or deputed masters of the pilot sloops, do observe particularly any alteration which may take place in the Channel, and report from time to time such alteration to the headsman, that he may lay the same before the mayor, in order that the Commissioners may be made acquainted with it, and proper steps taken to guard against accidents which might occur from such alteration.

That the shipowners of this port be requested to give strict charge to their several masters of ships or vessels to make a true report to the pilots, when boarded, of the time of their arrival at the Bell Buoy, such buoy bearing north-west, in order that the proper turns of their several vessels may be attended to.

PORT OF KING'S LYNN—*continued.*

Nos. 2 & 3.—RETURN of the NAMES and AGES of all PILOTS and APPRENTICES licensed or authorised to act by the Pilot Commissoners of the Port of *King's Lynn*, and of all PILOTS or APPRENTICES acting mediately or immediately under such Commissioners, whether so licensed or not, with the service for which each PILOT or APPRENTICE is licensed; for the Year ending 31 December 1854.

NAMES OF PILOTS.	Age on last Birthday.	Whether Licensed or Authorised.	Service for which Licensed or Authorised to Act.	REMARKS.
Daniel Sydal (headsman)	50	Yes	All are licensed by the mayor, aldermen, and burgesses.	Superannuated Pilots.
John Armes	62	Yes		Age.
W. Chase	61	Yes		Samuel Plowright - 57
Thomas Joplin	63	Yes		Thomas Stephens - 59
William Cross	66	Yes		Samuel Wright - 70
Samuel Bouch	62	Yes		John Dickerson - 73
James Cook	55	Yes		Nathaniel Haycock - 67
Thomas Bennett	54	Yes		Henry Thew - 66
Samuel Wright, jun.	51	Yes		
William Hewitt	56	Yes		
Robert Melton	51	Yes		
Richard Jackson	49	Yes		There are no Apprentices.
Thomas Thompson	49	Yes		
George Burton	48	Yes		
Peter Hart	44	Yes		
Charles Bartle	55	Yes		
Robert Tysh	44	Yes		
James Coston	45	Yes		
Samuel Teasel	44	Yes		
Thomas Shaftoe	42	Yes		
Richard Thompson	43	Yes		
James Hitchcock	49	Yes		
E. H. Neach	45	Yes		
Samuel Greenacre	38	Yes		
John Harle	34	Yes		
James Setchell	47	Yes		
S. G. Rayner	36	Yes		
Thomas Walker	36	Yes		
John Bayes	42	Yes		
William Jones	31	Yes		
Thomas Fisher	36	Yes		

No. 4.—RETURN of the RATES of PILOTAGE now in force, including the Rates and Descriptions of all Charges upon Shipping made for or in respect of Pilots or Pilotage at the Port of *King's Lynn*; for the Year ending 31 December 1854.

BRITISH VESSELS.

	s.	d.	
If the vessel is British and draws not more than 10 feet of water	1	6	per foot.
Ditto above 10 and not more than 12 feet of water	1	9	„
Ditto above 12 and not more than 14½ feet of water	2	–	„
Ditto more than 14½ feet of water	2	6	„

FOREIGN VESSELS.

If the vessel is a foreign one, the pilotage duty is double the amount paid by British vessels, if not belonging to a country having the benefit of the Reciprocity Treaty.

PORT OF KING'S LYNN—*continued*.

No. 5.—RETURN of the TOTAL AMOUNT received for PILOTAGE of VESSELS Into and Out of the Port of *King's Lynn*, distinguishing the Amounts received from British Vessels and from Foreign Vessels respectively, and the several Amounts received in respect of Vessels paying different Rates of Pilotage, and the several Amounts received for the several Classes of Service rendered by Pilots, together with the Number of the Vessels of each of the Classes paying such Amounts as aforesaid; for the Year ending 31 December 1854.

(1.)—INWARDS.*

DISTANCES for which PILOTED, According to the different Distances in the Scale of Rates.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
	COASTERS.		OVERSEA.		PRIVILEGED.		UNPRIVILEGED.			
	No. of Vessels.	Amount.	No. of Vessels.	Amount.	No. of Vessels.	Amount.	No. of Vessels.	Amount.	No. of Vessels.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From King's Lynn Harbour to Lynn Roads - - -	1,342	998 14 9	60	51 18 4½	113	82 14 2½	- -	None - -	1,515	1,133 7 4

(2.)—OUTWARDS.†

From King's Lynn Harbour to Lynn Roads - - -	1,331	684 16 9½	56	34 5 1½	113	57 13 11	- -	None - -	1,500	776 15 10

* The books kept by the pilot authorities do not show what vessels have been towed by steam.

† The amount received from the pilotage of foreign vessels is returned according to the same scale as that paid by British vessels, and the remaining moiety is paid by the Government once a year.

No. 6.—ACCOUNT of the RECEIPT and EXPENDITURE of all Monies received by or on behalf of the Pilot Commissioners of the Port of *King's Lynn*, in respect of Pilots or Pilotage; for the Year ending 31 December 1854.

Dr.	£. s. d.	*Cr.*	£. s. d.
To balance brought from last account -	- - 5¾	By amount paid for or in respect of pilot boats - - - - - - - -	188 1 9
To amount of fees received from applicants for licences and certificates - - -	4 9 -	By amount paid for coals, candles, &c. for pilots - - - - - - - -	8 2 -½
To gross amount received for inward pilotage - - - - - - -	1,133 7 4	By amount paid for two lads' work during the year - - - - - - -	73 15 -
To gross amount received for outward pilotage - - - - - - -	776 15 10	By amount divided amongst the staff of pilots - - - - - - - -	1,762 3 7
To amount received from Government for foreign vessels trading under the Reciprocity Treaty for the year 1853 - -	115 18 -¾		
To amount received for extra pilotage -	1 11 10	By balance carried to next account -	- - 2
£.	2,032 2 6½	£.	2,032 2 6½

Note.—The charges in respect of clerk's salary and rent of offices are paid by the Mooring Commissioners, whose funds are kept quite distinct from the Pilot Commissioners, although under one Act of Parliament.

15 January 1855. *J. O. Smetham*, Clerk.

PORT OF LANCASTER.

No. 1.—RETURN of all Bye-laws, Regulations, Orders, or Ordinances relating to Pilots or Pilotage now in force within the Jurisdiction of the Pilotage Commissioners of the Port of *Lancaster*; for the Year ending 31 December 1854.

BYE-LAWS, RULES, &c., made, ordained, and established, the 24th day of January 1809, by the Commissioners and Trustees of St. George's Quay, in Lancaster, under the authority of an Act of Parliament, passed in the 47th year of the reign of his late Majesty, for improving the navigation of the River Lune; wherein is contained several clauses, empowering the said Commissioners and Trustees to grant licences to such a number of proper persons to conduct or pilot ships or vessels into, out of, and within the said river and port; and also to fix Rates, and make Bye-laws, and to ascertain and set down what pecuniary penalties shall be incurred by any person breaking or evading the same; and from time to time to alter such rates, bye-laws, and penalties, and to discharge such pilots so licensed, and do all other matters which the said Commissioners and Trustees, or any five or more of them, shall judge proper in that behalf.

Any person or persons who shall take upon him or themselves to conduct or pilot any ship or vessel into, out of, or within the said river or port, without being licensed so to do, as hereinbefore directed, shall forfeit and pay any sum not exceeding 10*l.*: Provided nevertheless, that nothing herein contained shall be construed to prevent any person from assisting vessels in distress, or from piloting the same, when licensed pilots cannot be obtained.

Any master or commander of any ship or vessel which shall, at any time hereafter, be sailing into, out of, or within the said river or port (except vessels in ballast or coasters under 100 tons burthen) who shall refuse to employ a licensed pilot, who may offer his services, and produce his licence, such master, commander, or the owner, agent, consignee, or broker, acting for such vessel, shall pay, or cause to be paid, to such pilot, the full pilotage, according to the respective rates, as if he, the said pilot, had been employed to conduct, and had conducted, the said vessel into, out of, or within the said river or port.

The pilots, so licensed, shall be numbered from one upwards, beginning with the master, and following in priority; and for vessels homeward bound, when more than one appears, the master of the boat shall board the first, and the pilot, No. 2, the second, and so on in succession of number; and in case a greater number of vessels appear in the bay than there are pilots in the boat, the following signals shall be made by the pilot-boat, viz.

For such vessels as cannot be furnished with pilots, to follow those already boarded—a flag at the gaff.

For such vessels to keep the sea until the next tide—a broad pendant under the flag at the mast-head.

Any pilot quitting a vessel coming in from sea, or a vessel going down the river from the quays at Lancaster, until such vessel shall be moored in Glasson Dock, without permission of the master or commander, shall, for each offence, forfeit 5*l.*

In case a pilot is prevented by the weather from boarding a vessel, the boat shall lead the way, and the pilot be entitled to the same pilotage as if on board such vessel.

Outward-bound Vessels.—The first cleared out shall be furnished with a pilot, provided such vessel be ready to proceed to sea the first suitable opportunity; if not, the pilot shall be at liberty to board the next vessel in succession, beginning with the pilot No. 1, as for the homeward-bound vessels.

Any pilot neglecting to be on board the vessel under his charge before the opening of Glasson Dock gates, and to have such vessel ready to warp out in turn, or who shall, when entered the gateway or dock-gut, refuse or delay to proceed, and shall obstruct the next vessel in succession, shall for each offence forfeit 5*l.*

Any pilot quitting an outward-bound vessel, with a leading wind, until she is two miles to the westward of the outermost buoy, or, with a contrary wind, until the landmark on Rossal Point shall bear south and by east, without permission of the master of such vessel, shall for each offence forfeit 5*l.*

The master of any ship or vessel forcibly taking a pilot to sea beyond the limits described in his licence shall forfeit 5*l.*, and shall allow such pilot 10*s.* per day during his absence.

Any pilot on turn, or who shall, upon being applied to, or a proper signal being made, refuse to pilot any ship or vessel within the limits of his qualification (such pilot not being incapacitated by ill-health or bodily infirmity) shall forfeit 5*l.*

Any pilot when required to pilot any ship or vessel shall, if under engagement to any other vessel, forthwith make known such engagement, and the particulars thereof, to the person requiring his services; and in case of any misrepresentation in respect of such alleged previous engagement, the pilot offending shall forfeit 5*l.*

Sea pilots attending outward-bound vessels shall have their victuals found by the vessels under their care, during their attendance thereon.

The master or senior pilot shall keep a proper book or journal, to make remarks and observations, wherein all masters' and vessels' names shall be entered, with the amount of pilotage; and any pilot refusing or neglecting to attend a meeting of the said commissioners and trustees, when duly summoned in writing, to produce the same, or to answer any charge or complaint brought against such pilot, respecting the above or the public service, shall forfeit the sum of 5*l.*

Each pilot shall, for his licence or warrant, pay to the said commissioners and trustees 40*s.*; which sums, together with the monies arising from fines as aforesaid, shall, after paying the expenses of managing the affairs of the said pilots, be applied, under the direction of the said commissioners and trustees, to the relief of poor or disabled pilots belonging to the said river or port, their widows and children.

Pilot boat to have black sides, with the upper streak next the gunwale painted white, and to carry a British union jack (with a border of white one-fifth of the jack) at the mast-head always when at sea, and to have her name, and the name of the principal pilot for the time being, painted in broad white letters, of three inches in length, on a black ground, on her stern; and on each bow such number as shall be expressed in the licence of such principal pilot, and to have "Pilot Boat, No. ," and the initial letter of the port to which they belong to, painted in black letters, one foot long, on her mainsail. And every other boat carrying of a pilot shall exhibit a similar flag as above, on a sprit or mast, to distinguish that she has a pilot on board. The master, or any pilot, not complying with the above orders, shall forfeit the sum of 5*l.*

Any

PORT OF LANCASTER—*continued.*

Any pilot or master of any vessel, or any person making fast a rope to, or carrying away, or damaging any of the buoys or perches, the same shall be repaired and made good by the person so offending, who shall also pay the penalty of 5 *l.*

Any pilot convicted of drunkenness, cursing and swearing, behaving with ill manners, and not with strict sobriety in the discharge of his duty, not using his utmost care and diligence to conduct ships in and out without damage, or doing damage to others, or receiving pilotage contrary to the rates, or neglecting to keep the lead going, on board any vessel he has the charge of, or not having in his possession a watch regulated to solar time, a tide table, pilot and dock laws, and his licence, or quitting a boat without giving three months' notice in writing, or not going out with his boat to the westward, or not conforming to the dock laws, &c., will be liable to the penalty of 5 *l.* for each offence or neglect, and may be deprived of his licence.

Lastly. Provided always, that on the arrival of any ship or vessel into the dock at Glasson, or at St. George's Quay, Lancaster, as soon as she shall be safely moored in any of the said places, it shall be lawful for the pilot to demand the pilotage due to him as aforesaid, and to quit the ship forthwith.

Nos. 2 & 3.—RETURN of the NAMES and AGES of all PILOTS and APPRENTICES licensed or authorised to act by the Pilotage Commissioners of the Port of *Lancaster*, and of all PILOTS or APPRENTICES acting mediately or immediately under such Commissioners, whether so licensed or not, with the service for which each PILOT or APPRENTICE is licensed; for the Year ending 31 December 1854.

NAMES OF PILOTS.	Age on last Birthday.	Whether Licensed or Authorised.	Service for which Licensed or Authorised to Act.	APPRENTICES.
Richard Gerrard	52	Yes	From Sunderland-upon-Lune and Glasson Dock to Lancaster and back.	None.
William Dickinson	42	Yes		
John Gerrard	29	Yes		
James Spencer	26	Yes		
Richard Thompson	32	Yes		
Robert Gerrard	48	Yes	From sea to Glasson Dock and from Glasson Dock to sea; also into and out of Pile Fowdry.	
John Grimshaw	23	Yes		
John Pennington	30	Yes		

No. 4. RETURN of the RATES of PILOTAGE now in force, including the Rates and Descriptions of all Charges upon Shipping made for or in respect of Pilots or Pilotage at the Port of *Lancaster*; for the Year ending 31 December 1854.

RATES of SEA PILOTAGE.

BRITISH VESSELS trading to Foreign Parts.

	s.	*d.*	
INWARDS:			
From sea where the west side of Walney Island appears to the eastward of the highest part of Blackcomb, or when those marks cannot be seen, where Thornton Mill is open to the westward of Rossall Hall, to Glasson Dock	5	–	per foot.
From without the outermost buoy to Glasson Dock	4	–	„
From without the third buoy to ditto	2	–	„
From without the Perch on Abby Scar to ditto	1	–	„
From within the Perch, 5 *s.* per vessel.			
From sea to Pile Fowdry	2	6	„
From Pile Fowdry to Glasson Dock	4	–	„
OUTWARDS:			
From Glasson Dock to sea	4	–	„
From Glasson Dock to sea, and required to conduct the vessel into Pile Fowdry, pay pilotage and half pilotage.			

PORT OF LANCASTER—*continued.*

COASTING VESSELS, and those trading to the *Isle of Man* or *Ireland.*

INWARDS OR OUTWARDS.

To pay one-half the sum paid by British foreign vessels, according to the respective distances.
No vessel to be deemed a coaster unless she has been six months in the trade, and not to pay for less than eight feet of water, nor for odd inches under half a foot.

EXTRA PAY.

Pilots to have one guinea allowed for travelling expenses, if obliged to come home by land from vessels in Pile Fowdry.
Pilots who shall have the charge of any ship or vessel lying in the Hole at Sunderland, at the Outermost Buoy in Lune, or at Pile Fowdry, shall be paid, for every day of their attendance thereon, 5*s.* per day.

N.B.—The day of coming into or going out of the respective places above-mentioned, are not to be included in the extra pay.

RATES OF RIVER PILOTAGE.

From Glasson Dock to the Old or New Quays at Lancaster, or from either of the said Quays to Glasson Dock.

	s.	*d.*	
Under eight feet	1	–	per foot.
Eight feet and under ten	1	4	„
Ten feet and upwards	2	4	„

For any vessel which (when on her passage from the Dock to the Old Quay, or from the Old Quay to the Dock) shall stop and moor at the New Quay or Bafflers Hole to rig, load, or discharge, &c., the pilot, for having to remove such vessel a second time, to be paid 5*s.* extra.

SEA PILOTS.—1 January 1855.

No. 1.—Robert Gerard	Fleetwood.
No. 2.—John Grimshaw	Ditto.
No. 3.—John Pennington	Pile Fowdry.

RIVER PILOTS.

No. 1.—Richard Gerard	Sunderland.
No. 2.—William Dickinson	Ditto.
No. 3.—John Gerrard	Ditto.
No. 4.—James Spencer	Ditto.
No. 5.—Richard Thompson	Snatchems.

No. 5.—RETURN of the TOTAL AMOUNT received for PILOTAGE of VESSELS Into and Out of the Port of *Lancaster*, distinguishing the Amounts received from British Vessels and from Foreign Vessels respectively, and the several Amounts received in respect of Vessels paying different Rates of Pilotage, and the several Amounts received for the several Classes of Service rendered by Pilots, together with the Number of the Vessels of each of the Classes paying such Amounts as aforesaid; for the Year ending 31 December 1854.

VESSELS.	DISTANCES for which PILOTED, According to the different Distances in the Scale of Rates.	BRITISH VESSELS.						FOREIGN VESSELS.	
		COASTERS.		OVERSEA.				PRIVILEGED.	
		Not Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.	
		No. of Vessels.	Amount.	No. of Vessels.	Amount.	No. of Vessels.	Amount.	No. of Vessels.	Amount.
			£. *s.* *d.*		£. *s.* *d.*		£. *s.* *d.*		£. *s.* *d.*
Chieftain	From sea to Glasson Dock	–	– – –	–	– – –	1	4 2 6	—	—
Ariel	ditto	–	– – –	–	– – –	1	3 10 –	—	—
Alcoyne	ditto	–	– – –	1	6 – –	—	—	—	—
Jane and Margaret	ditto (2*s.* per foot)	1	– 16 –	—	—	—	—	—	—
Dee	ditto	1	– 16 –	—	—	—	—	—	—
Dove	ditto	1	– 16 –	—	—	—	—	—	—
Swift	ditto	1	– 18 –	—	—	—	—	—	—
Criterion	ditto	1	– 18 –	—	—	—	—	—	—
Duke of Wellington	ditto	1	1 – –	—	—	—	—	—	—
Thomas Clifton	ditto	1	– 16 –	—	—	—	—	—	—
Emerald Isle	ditto	1	1 – –	—	—	—	—	—	—
Queen	ditto	1	– 19 –	—	—	—	—	—	—
Commerce	ditto	1	– 18 –	—	—	—	—	—	—
Jane and Margaret	ditto	1	– 16 –	—	—	—	—	—	—
Maria	ditto	1	– 18 –	—	—	—	—	—	—

PORT OF LANCASTER—*continued.*

VESSELS.	DISTANCES for which PILOTED, According to the different Distances in the Scale of Rates.	BRITISH VESSELS.						FOREIGN VESSELS.	
		COASTERS.		OVERSEA.				PRIVILEGED.	
		Not Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.	
		No. of Vessels.	Amount.	No. of Vessels.	Amount.	No. of Vessels.	Amount.	No. of Vessels.	Amount.
			£. s. d.		£. s. d.		£. s. d.		£. s. d.
Union	From sea to Glasson Dock	1	1 2 –	—	—	—	—	—	—
Effort	ditto	—	—	1	2 15 –	—	—	—	—
Arab	ditto	—	—	—	—	1	3 14 6	—	—
Sea	ditto	—	—	1	4 – –	—	—	—	—
Mary's	ditto	—	—	1	3 10 –	—	—	—	—
Sarah Millige	ditto	—	—	—	—	1	3 15 –	—	—
Ann Thompson	ditto	—	—	1	4 – –	—	—	—	—
Aral	ditto	—	—	1	3 8 –	—	—	—	—
Mary's	ditto	—	—	1	3 10 –	—	—	—	—
Chieftain	ditto	—	—	—	—	1	4 – –	—	—
Starlight	ditto	—	—	—	—	1	1 12 –	—	—
Maria	ditto	—	—	—	—	—	—	1	2 – –
Alcoyne	ditto	—	—	1	4 2 6	—	—	—	—
Ursula	ditto	—	—	1	2 5 –	—	—	—	—
Montezuma	ditto	—	—	—	—	1	3 17 6	—	—
Primrose	ditto	—	—	1	3 – –	—	—	—	—
Parton	ditto	—	—	1	2 4 –	—	—	—	—
Alcoyne	From Glasson Dock to sea	—	—	—	—	1	2 18 –	—	—
Chieftain	ditto	—	—	1	2 16 –	—	—	—	—
Montezuma	ditto	—	—	—	—	1	2 – –	—	—
Effort	ditto	—	—	1	1 11 –	—	—	—	—
Mary's	ditto	—	—	—	—	1	2 6 6	—	—
Ann Thompson	ditto	—	—	—	—	1	2 14 –	—	—
Arab	ditto	—	—	—	—	1	2 4 –	—	—
Maria	ditto	—	—	—	—	—	—	1	1 12 –
Parton	ditto	—	—	1	1 16 –	—	—	—	—
Chieftain	ditto	—	—	—	—	1	3 1 –	—	—
Alcoyne	ditto	—	—	—	—	1	4 – –	—	—
Sarah Millige	ditto	—	—	—	—	1	2 8 –	—	—
	TOTAL	13	11 13 –	14	44 17 6	15	46 3 –	2	3 12 –

PILOTAGE INWARDS:

			£. s. d.
From Sea—			
Oversea	11 Vessels		38 14 6
Ditto	7 „		24 11 6
Coasters	13 „		11 13 –
	31 Vessels		74 19 –
PILOTAGE OUTWARDS:	3 „	£. 6 3 –	
	8 „	21 11 6	
	11 Vessels		27 14 6
Foreign, from Sea	1 Vessel	2 – –	
„ Outwards	1 „	1 12 –	
	2 Vessels		3 12 –
TOTAL	44 Vessels	£.	106 5 6

No. 6.—ACCOUNT of the RECEIPT and EXPENDITURE of all MONIES received by or on behalf of the Pilotage Commissioners of the Port of *Lancaster*, in respect of Pilots or Pilotage; for the Year ending 31 December 1854.

No Return.

Note.—THE pilots find their own boats, and keep them in repair.

20 January 1855. *John Walker*, Clerk.

PORT OF LIVERPOOL.

Gentlemen,

Enclosed you have the Annual Returns for the Board of Trade, for the year ending 31 December 1854, for the 12 pilots' boats for which we are collectors.

With respect to the form sent down by the Board of Trade, we beg to say that it would be impossible for us to make our returns suit that form, for the following reasons:—

1st. In this port no distinction is made with respect to vessels towed by steam, neither have we any account of such vessels.

2d. Up to the 6th December last, the time we first received orders respecting "unprivileged" vessels, we had not taken a separate account of such vessels, but shall do so in future.

3d. The account we render contains more particulars than are stated in the printed form, which appears to us inapplicable to the returns for this port, and which we have made as near as possible in accordance with Mr. Cardwell's Act, page 970, clause 337; and as we are not aware of any objection to the last account, we have made this in conformity thereto.

We remain, &c.

John Leece,
Thomas Hampson, } Collectors.

13 January 1855.

No. 1.—RETURN of all Bye-laws, Regulations, Orders, or Ordinances relating to Pilots or Pilotage now in force within the Jurisdiction of the Committee for regulating the Pilots of the Port of *Liverpool*; for the Year ending 31 December 1854.

BYE-LAWS established by the Committee for regulating the Pilots for the Port of *Liverpool*, May 1842.

1.—*Qualifications of Persons requiring to be examined for Licences.*—No person shall hereafter be licensed to act as a pilot before he is 18 years of age, and has served three years as an apprentice in a Liverpool pilot-boat, or has been five years at sea in a topsail vessel. Every candidate must be able to read and write, and have a competent knowledge of arithmetic; he must be able to give a perfect verbal account of the harbours, docks, and piers of Liverpool, Beaumaris, Chester, Pile of Foudre, and the Isle of Man; the course and distance from any place within the limit prescribed by the committee, under "The Act for the better Regulation and Encouragement of Pilots for the conducting of Ships and Vessels into and out of the Port of Liverpool," to any other place within the said limits; the flowing and setting of the tides, depth of water, the proper places for good anchorage, and where to stop a tide; the sand-banks, rocks, shoals, and other dangers; the landmarks, buoys, perches, and lights; he must also be able to set off a ship's situation, or actual place on the chart, and must be seaman enough to know, not only the method of staying or wearing a vessel, but also the complete management of a vessel in bad weather and narrow channels; to bring her properly to anchor, to keep a clear anchor, to moor and unmoor, and get under weigh in all situations; and he shall have made a voyage to sea, not shorter than to London, in a square-rigged vessel, before he is licensed; and the more harbours he is acquainted with, both in St. George's and the North Channels, the better.

2.—*Duty of the Committee Clerk.*—The office of committee shall be open, and the clerk shall reside on the premises, and constantly attend, for the purpose of receiving reports and transacting such other business as may be required of him; also to summon all meetings of the Commissioners and of the committee directed by the Act, as well as all persons whose attendance may be required by the committee.

3.—*Pilot-boats.*—Every pilot-boat must be of the burthen of 40 tons or upwards, and sloop-rigged, in the form heretofore used; must be kept in good repair, and well found with mast, rigging, sails, anchors, cables, and every other necessary material, together with an approved chart of the Bay of Liverpool, on which the boundary lines of the several stations hereafter mentioned shall be distinctly marked by the committee or their clerk; a good telescope, two lanterns, and a swivel, or other small gun, for the purpose of making and answering signals. She must wear a broad white vane at the mast-head, with her number painted upon it in black figures of nine inches in length, and the same number must be painted upon her main and fore sails in black figures four feet long; the number on the mainsail to be painted on the third and fourth cloths from the after leach, and at an equal distance between the upper reef and the gaff. Her name and number, together with the name of the first master, shall also be painted in large letters and figures upon her stern. The bottoms of all boats to be painted white, and the sides yellow; and good and sufficient accommodations must be provided for the master and crew, at the expense of the owners.

4.—*Masters of Pilot-boats, Apprentices, and Crews.*—Each pilot-boat must have three masters, to be called the first, second, and third master, and the masters or owners of each boat shall be entitled to take seven apprentices, but not to have a greater number at any time, which apprentices must be approved by the committee, and must find satisfactory security for the faithful performance of their engagements; and all indentures of apprenticeship shall bear date from the day the apprentice is approved by the committee, and shall be inspected by the committee before being executed; and all apprentices shall be instructed by their masters in the use of charts.

The licensed pilots, who are not apprentices, shall be appointed to their respective boats by the committee, so, and in such manner, that each boat may carry an equal number, or as nearly so as is practicable; but no master shall be compelled to carry any pilot in his boat, nor shall any pilot be compelled to belong to, or sail in, any particular boat, against his consent.

5.—*Pilots deprived of their Licences.*—No Master of a pilot-boat shall carry to sea on her station, or be in anyway aiding or assisting in putting on board any ship or vessel, for the purpose of piloting or conducting her, any person whose licence, as a pilot, shall have been suspended or withdrawn by an order of the committee.

6.—*Division of Pilotage.*—The earnings of each pilot-boat, including all compensations and rewards for assisting vessels in distress, shall be divided amongst the owners and crew in the following proportions, viz.:—

The owners of the boat shall have two and a half shares in respect of the boat; two-thirds of a share for each licensed apprentice, and one and a half for two unlicensed apprentices, if so many are employed.

Masters and journeymen pilots of the first class, each one share; second and third class pilots, each two-thirds of a share; and if any pilot shall be disabled from doing his duty by sickness or bodily hurt, he shall be entitled to two-thirds

thirds of a share of the said earning for the space of three months, provided such sickness or hurt has not been occasioned by lewdness, drunkenness, gaming, or other vice, the fact to be determined by the committee, upon such evidence as may be brought before them; and provided also, that due notice be given to the masters of the boat at the commencement of his sickness.

Each pilot shall deliver an account of all vouchers and money received by him for pilotage, to the master of the boat to which he belongs, on the day following that on which they are received; or in case of such vouchers and money being received at sea, then they shall be delivered to the said master as soon as he, the said pilot, returns to port, or joins his boat at sea.

7.—*Duties of the Masters and Crews.*—The masters of each boat are to take the command and proceed to sea in her alternately, or by turns, so that one of them may always remain on shore to appoint pilots to outward-bound vessels, and to transact the other necessary business of the boat. Every master shall do his utmost to maintain due subordination, sobriety, and good order amongst the crew of his boat, both at sea and in port; and every pilot, or other person, serving on board, or belonging to the boats, shall at all times submit to and execute all the lawful commands of the master; and in particular shall, whenever he is required, assist, as far as he is able, in performing the necessary repairs of the boat, her rigging, sails, and materials; and in case of refusal or neglect, the master or owner may employ another person in his stead, the expense whereof shall be deducted from his share of the earnings of the said boat.

The masters shall on no occasion leave the boats, except in cases of emergency. They shall keep exact journals of their proceedings when at sea, which shall contain, in particular, accounts of all vessels boarded or piloted inwards, and the times and places of boarding them; copies of which journals, respectively, shall be delivered to the committee clerk within two days after the arrival of the boat from each cruise, signed by the master, when required.

8.—*Stations and Duties of the First and Second Boats.*—The boats shall be stationed as follows, viz.:—The first and second boats shall cruise off the Point of Linas, or to the northward and eastward of it, as wind and weather may permit, or circumstances may require; but not further to the westward than the Rock called the Middle Mouse, or further to the westward than a line drawn N. E. by N. by compass from the west end of the Great Ormshead, when Penmanbach and the Ormshead will appear in one.

The duty of the first boat is to offer the services of, and to furnish pilots to, all vessels inward bound; and for that purpose the master shall use his best endeavours to speak all such inward-bound vessels as may come within the limits of his station, without respect to their being from a foreign voyage, or otherwise.

The duty of the second boat is to be near the first, and to see that the master of the first boat does his duty; and also to board and give pilots to any vessel, homeward-bound, that may not have been boarded by the first boat; and in case the master of the first boat shall wilfully neglect or refuse to put a pilot on board any such vessel requiring one, the master of the second boat shall furnish such vessel with a pilot, and shall note the circumstance, with all particulars of time, place, and weather, in his journal; and immediately on his return to Liverpool shall report the same to the committee; and as soon as the first boat has left her station, he shall succeed to it.

9.—*Station and Duty of the Third Boat.*—The third boat shall cruise to the eastward of Point Linas, and board any vessels that may pass the first and second boats.

10.—*Station and Duty of the Fourth Boat.*—The fourth boat shall cruise in and to the northward of Beaumaris Bay and to the eastward until the church of St. Asaph and Rhydland Castle appear in the same line of bearing.

The duty of this boat is to board and furnish pilots to all vessels requiring them within the limits of her station, whenever the second and third boats may be out of sight, or refuse to board, or whenever such vessels shall have passed the line drawn N. E. by N. from the Great Ormshead; and to see that the second and third boats perform their duty, in like manner as the second boat is to look after the first. And when the third boat has left her station, this boat is to succeed her.

11.—*Station and Duty of the Fifth, or First Hoylake Boat.*—The fifth, or first Hoylake boat's station shall be to westward of the N. W. Light Ship, so far as to keep sight of it from the deck, and when relieved she shall take the fourth westward station.

12.—*Station and Duty of the Sixth Boat, or second Hoylake Station.*—To board all vessels that are to the eastward of a line drawn from the Point of Ayr and the N. W. Light Ship, and all vessels to the northward, when the first boat is not within a reasonable distance, and after high water, every day she shall stretch over towards the Fair-way Buoy of the S. Formby Channel, and be ready to take pilots out of any vessel going to sea.

13.—*Station and Duty of the Seventh Boat.*—The seventh boat shall be stationed to follow and take the pilots out of vessels outward-bound; for which purpose one of the masters, all the apprentices, and as many pilots belonging to the said boat as shall be required by the masters, shall always be on board.

The duty of this boat is, as far as circumstances will permit, to be at or near the Black Rock, at the entrance of the River Mersey, every flood tide, as soon as there is sufficient water for vessels to proceed to sea: and, as soon as all the pilots are taken on board from vessels outward bound, she is to return with them to Liverpool, or put them on shore in Cheshire, as may appear most expedient, and most likely to insure their speedy return to Liverpool.

All kinds of liquor brought on board this or any other boat, by any person whatever, shall immediately be put under the control of the master, for the use of all persons on board; and all pilots and other persons taken on board from outward-bound ships, or otherwise, shall submit to the authority and direction of the master, whilst they remain on board, in all respects connected with regularity and good order, as if they formed part of the crew; and all such persons, being pilots or other seafaring men, shall render such reasonable assistance in navigating the boat back to Liverpool as may be required of them by the master. And the master shall be answerable for the maintenance of due subordination, good order, and sobriety amongst all such pilots or other persons, in the same manner as if they formed part of the crew; and shall be entitled to receive from all such persons (pilots, merchants, and their clerks or servants excepted) the sum of 5*s.* for every male, and 7*s.* 6*d.* for every female, for their passage to Liverpool, or any other place in Lancashire or Cheshire at which they may be put on shore. This duty shall be performed by the next boat that has the turn for the second Hoylake station.

14.—*Boats not on Service.*—The other boats, not stationed as directed by any of the preceding articles, shall be kept in constant readiness, within the Port of Liverpool, to perform any extra service that may occur; the last boat upon turn for regular service to have the preference; but none of them shall leave the port, under any pretence whatever, except for the purpose of assisting vessels in distress, or other pressing emergency, or for the purpose of surveying the banks for the instruction of the crews and apprentices, without a written order, signed by some one or more members of the committee, and notice being given to the superintendent; and in case of any boat being absent when required to go upon the regular service of the port, she shall forfeit her turn for the western station.

PORT OF LIVERPOOL—*continued.*

15.—*Boats to take their Stations by Turns.*—All boats are to take their turn or rotation for service in the same order as they arrive from sea, and in case of more boats than one leaving Liverpool, by order of the superintendent, to proceed to the western stations at the same time, it shall be lawful for the first boat upon turn to commence boarding vessels, and furnishing them with pilots, as soon as she has got to the westward of the Hoylake boat; but it is to be clearly understood, that this privilege extends only to boats actually on their passage to the western stations, and not after they have arrived there, and that in boarding vessels, when more than one boat is in sight, the first boat upon turn is, on all occasions, to take the precedence.

16.—*Boarding Vessels out of Turn.*—The owner, masters, and crews of any boat convicted of boarding and piloting any ship or vessel out of her regular turn, shall forfeit every advantage gained thereby, in respect of pilotage inwards and outwards, to the owners, masters, and crew of the boat which may be declared by the committee to be entitled thereto under the foregoing regulations.

17.—*Boats to carry distinguishing Flags when on Service.*—All pilot-boats, whilst upon their stations and in turn for boarding vessels, shall, during daylight, keep a blue-peter, at least six feet long and four feet broad, constantly flying at their mast-heads, and during the night shall show lights as per Bye-law 64, when near any vessel, as signals that they are upon duty, and shall not carry any topmast, or use any other means of disguise.

18.—*Pilots having Charge of Ships or Vessels to show Signals when chased by a Pilot-boat.*—All pilots having charge of ships inward bound, when they perceive any pilot-boat in chase of them, shall make the following signals for the purpose of showing that they are on board:

By day—A flag to be hoisted on board the vessel, in such a situation as to be best seen by those on board the boat, which flag must be hauled down again and rehoisted every five minutes, until it is seen, or the boat gives over the chase.

By night—A light to be hoisted and lowered in the same manner.

And all pilots having charge of ships or vessels as aforesaid, and being hailed by any pilot-boat, shall, on all occasions, give a true account of the time when they were boarded, and the number of pilots left on board the boat to which they belong.

All masters of pilot-boats, when on any of the western stations, are also to give a true account of the number of pilots they have on board, whenever they are required so to do by the master of any other boat.

19.—*Hoylake Moorings.*—All pilot-boats shall do the duty of taking up and laying down the moorings in Hoylake in their regular turns or rotation, as the same may be required or become necessary.

20.—*Annual Survey.*—Every pilot-boat in the service shall, once in each year, commencing on the 1st of April, in such rotations and at such times as may be fixed by the committee, having due regard to the interest and convenience of the owners and crews, sail to, and make an accurate examination and survey of the following ports and places: namely, Lancaster, Pile of Foudre, River Wyre, and all ports in the Isle of Man, Beaumaris, and Chester. The committee-clerk or superintendent shall give notice, in writing, to the master of every boat ordered on this survey, at least 24 hours before the time appointed for sailing; and shall go on board when the boat is ready for sea and muster the crew; when one of the masters, half of the journeymen, and all the apprentices, are hereby directed and required to be present, and to proceed upon, and remain on board during the survey, unless reasonable cause of absence can be shown to the satisfaction of the committee; and the masters and journeymen shall go upon the survey by turns, so that each individual shall go once in two years. The master shall keep an exact and accurate journal of their proceedings, which shall contain all such remarks and information as he shall make or obtain relative to the lighthouses, landmarks, buoys, perches, and other sea-marks; as well as all rocks, sand-banks, and other dangers, and the depth of water within the limits of the survey. He shall obtain a certificate from some principal officer of the revenue, at each of the ports above mentioned, that he has visited the port; which journal and certificates shall be delivered to the committee-clerk or superintendent, within 24 hours after his return to Liverpool.

No more time shall be spent on the survey than is necessary for the purposes above mentioned; nor must any ship or vessel be boarded by, or furnished with, a pilot from any boat whilst on the survey, except such ship or vessel shall be in distress, in which case the particulars of her situation shall be accurately noted in the log-book and journal.

21.—*Pilots to obey the Orders of the Harbour, Dock, and Pierhead Masters.*—All pilots shall obey the bye-laws enacted and made by the trustees for the better regulation of the Liverpool Docks, as well as all orders and directions that may be given to them by the harbour, dock and pierhead masters relative to the docking or transporting vessels under their charge.

22.—*Duties of Individual Pilots.*—All pilots shall repair to their respective boats, and proceed in them to their stations, whenever and as often as they are required by the masters.

It shall be the duty of every pilot, when not actually employed, to attend daily and every day, at such time and place as may be fixed upon and appointed for that purpose by the master of the boat to which he belongs, to receive such orders and directions as may then and there be given by the said master; and in case of the owners, masters, and crew of any boat suffering any loss by reason of the non-attendance or neglect of any pilot, such loss shall be borne by the pilot so neglecting or refusing to attend.

Every pilot shall use his utmost care and diligence to conduct the ships and vessels under his charge without damage, or doing injury to others, and shall behave himself with strict sobriety, and due respect towards the owners, masters, and officers thereof; and on his arrival from sea, either in charge of a vessel or otherwise, shall give notice thereof to the master of the boat to which he belongs as soon as possible. He shall always keep the sounding lead going whilst on board any ship or vessel under his charge, as long as the said vessels shall be under way.

Each pilot shall carry a good watch, and shall have the same set and regulated by the timepiece kept by the committee; and shall always have about him a tide table, a copy of the Liverpool Dock Laws, and his licence; and, generally, he shall obey and execute all orders received from the committee, their clerk, or superintendent.

23.—*No more to be Charged for Pilotage than is allowed by the Rates.*—No pilot shall make any agreement for or receive any greater sum of money, as pilotage of any ship or vessel, than is allowed by the commissioners under the Act of Parliament.

24.—*No Pilot to quit his Boat under a Year.*—No pilot shall quit the boat to which he shall have been appointed by the committee, in less than a year from the date of such appointment, and then give three months' notice, in writing, of his intention so to do, to the masters or owners thereof. A copy of such notice to be left with the clerk of the committee, who shall record the date when it is received.

25.—*No*

PORT OF LIVERPOOL—*continued.*

25.—*No Pilot to leave his Boat whilst on Service.*—No pilot shall quit his boat whilst she is on service, under any pretence whatever, without leave in writing, signed by the master thereof.

26.—*Rates of Chester and Hoylake Pilotage, and for Docking and Transporting Vessels.*—The pilotage to be paid for conducting a ship or vessel inward bound into any part of the port of Chester, north of Hilbree Island, is to be the same as if the vessel had been brought into the port of Liverpool; but if such vessel shall be piloted into any part of the port of Chester, south of Hilbree Island, then the pilotage shall be the same as if she had been piloted into the port of Liverpool, and half as much more. The pilotage of a vessel from Liverpool into Hoylake shall be the same as if she was piloted out to sea; and if the pilot be not discharged and the pilotage paid within two hours after coming to anchor, he is to be paid 5*s.* a day for every day he may be detained afterwards; and if detained only part of a day, it is to be reckoned a whole day. The pilotage for docking, or for transporting vessels from one dock to another, within the port of Liverpool, shall be 10*s.* for each vessel.

27.—*Pilotage to Lancaster, Wyre Water, and Pile of Foudre.*—The pilotage to be paid for conducting ships or vessels bound to the port of Lancaster, River Wyre, or Pile of Foudre, into the limits of pilotage of any of those places, is to be the same as the Liverpool pilotage, together with travelling expenses to Liverpool, to be in all cases settled by the committee; and if the pilot is not discharged and the pilotage paid within two hours after the vessel is brought to anchor, or given into the charge of a pilot of the place she is bound to, he is to be paid 5*s.* a day for every day he may be detained afterwards; and if detained only part of a day, to be reckoned a whole day; but no pilot, having conducted a vessel into any of those ports or places, shall be allowed to join his boat again, for the purpose of piloting any other vessel, during the cruise on which he left her.

28.—*Pilots may go to fetch Vessels from other Ports.*—Any pilot may, upon leave given in writing by the chairman or deputy chairman of the committee, proceed to any port or place in Great Britain or Ireland, for the purpose of taking charge of and conducting any ship or vessel to the port of Liverpool; and no vessel having a pilot on board under this regulation shall be obliged to take another pilot, or shall be subject to any higher or other rate of pilotage than is established by law, save and except such moderate remuneration for loss of time and travelling expenses as may be agreed upon between the owners of such vessel and the pilot; and in case no agreement shall be made, then such remuneration to be settled by the committee.

29.—*Pilotage of Steam Vessels.*—The masters of steam vessels trading from this port to Ireland or Scotland requiring pilots are requested to apply to the superintendent of pilots, who shall thereupon appoint pilots to such vessels out of the crew of the pilot boat then last upon turn for service, which pilots so appointed shall be at liberty, if required, to proceed and remain in such vessels during the whole of the voyage upon which they shall then respectively sail, and shall pilot them outwards and inwards, for which the usual and regular rates shall be paid, together with 5*s.* per day for every day of the pilot's absence from Liverpool, except the day of sailing from and the day of arriving in Liverpool.

Every pilot, on his return from such voyage, not finding his own boat in port, shall be carried out in the next boat sailing for the station, and put on board his said boat; but in case she shall have returned to Liverpool before he arrives on the station, he shall then be boarded as pilot on the first vessel that is fallen in with requiring a pilot.

30.—All third-class pilots are limited to pilot vessels drawing not more than 12 feet, except in cases of necessity; and every ship in such case, having on board a second or third-class pilot, may exchange him out of any boat she may meet, and it is the duty of that boat to board him again.

31.—*Complaints how to be made.*—All complaints of offences against the Act of Parliament for the better government and regulation of pilots, or the foregoing orders, rules, and bye-laws, or any of them, must be made in writing, signed by the party aggrieved, and delivered to the committee clerk or left at the office at least two days before the next meeting of the committee; and the clerk shall thereupon summon the party complained of, the party aggrieved, and all such persons as they or either of them may desire to be examined as evidences, to attend the next meeting of the committee for that purpose.

32.—*Penalties.*—Any pilot appointed or licensed under the said Act, who shall be convicted of offending against any of the orders, rules, or bye-laws, or any part of them, shall forfeit for each offence the sum of 5*l.*, but which may be mitigated (with or without costs) to any smaller sum, at the discretion of the person or persons making the conviction.

And such pilot may also be deprived of the use of his licence for such length of time as the committee may direct.

33.—No pilot convicted of offending against any of the rules, orders, and regulations, shall presume to act as a pilot until the penalty awarded against him shall have been paid, or secured to the satisfaction of the committee-clerk.

34.—That the boat having the first Hoylake station shall come to the light-ship for the purpose of being relieved; and further, that the boat on the first Hoylake station shall come up to the light-ship once in every 24 hours, and also whenever the boat which is to relieve her heaves in sight.

35.—That a book be provided and left open in the office, and that each master be required, within one hour after arrival, if in the daytime, or if in the night by nine o'clock the next morning, to enter the arrival of his boat, from what station, the time, and where laying, to which he shall sign his name.

36.—That a book shall be provided, and left open in the office, in which the number of the boat and men, the time and place from which she has sailed, and to what station, be entered by the master remaining on shore belonging to said boat within one hour thereafter, if in the day, or if in the night by nine o'clock the following morning.

37.—That no licence shall be granted to any apprentice until he shall have been frequently with other pilots as leadsman, both in and out, and he shall bring certificates from the masters with whom he has sailed.

38.—That no apprentice's licence be filled up without certificates of good conduct and an examination before the committee, and that no apprentice be entitled to a full branch.

39.—That the pilots do order a light to be kept where it can be best seen so long as at anchor in pilot water; say, in river or channel.

40.—That every pilot having a branch for 12 or 14½ feet water only be required to inform the master of any vessel he may be put on board of, drawing more than 12 or 14½ feet of water, of his true station in the service. The violation of this rule to be visited with a penalty of 5*l.*

41.—That in future no licence be issued until the money be paid to the secretary.

42.—That

PORT OF LIVERPOOL—*continued.*

42.—That in future every master of the pilot-boats sending a pilot branched for 12 or 14½ feet, to take charge of vessels drawing more than 12 or 14½ feet, except in respect to Bye-law 30, be fined in a sum not exceeding 5*l.*

43.—That in the event of the first boat on turn not proceeding to its station at the proper time, each master shall be fined in a sum not exceeding 5*l.*, and it shall then be the duty of the second boat to proceed to the station; and in case the master of the second boat neglects his duty, he shall be fined in a sum not exceeding 5*l.*

44.—That when licences be granted to apprentices, their indentures to be produced.

45.—That all licences granted to apprentices shall become void on the expiration of their apprenticeship. If that period should happen when the apprentice is at sea, then to be void on his return to port. And that no new licence shall be granted until a certificate is given by the masters of the boat, that the apprentice has conducted himself with good conduct, and that he had on all occasions obeyed the orders of his matters and done his duty as a good apprentice, and that they consider him a good and efficient pilot, and capable of taking charge of a ship of any draught of water.

46.—That the boat following boat shall bring any hands down to their own boat; but if she has boarded all her hands and left the station, then the boat bringing them down shall board them on the first vessels wanting pilots.

47.—That in future, should a pilot demand any emolument or gratuity beyond the sums allowed by Act of Parliament, the licence of such pilot shall be withdrawn.

48.—That on the renewal of any licence in place of one lost, a fine of not exceeding three guineas be levied according to the circumstances of the case.

49.—That in order to provide a sufficiency of pilots for vessels that may be expected upon a change of wind after a long prevalence of easterly winds, the masters of the pilot-boats in harbour, except the two last on turn, be ordered to hold themselves in readiness to proceed to sea, and for this purpose do anchor in the river.

50.—That all unattached pilots be summoned to appear before the committee, to account for their not being attached to any boat.

51.—That all cases of complaint for neglect of duty shall be brought before the committee: and that no master shall charge a pilot with pilotage for neglect, or otherwise compromise any offence of a pilot, and in default the master to be fined.

52.—That the pilots shall severally appear before the committee at the first meeting in the month in which his licence falls due. Such licence to be withheld until the pilots respectively have so appeared before the committee.

53.—That any two licensed apprentices of each boat, being recommended by their masters, and found duly qualified on examination by the committee, be licensed to pilot vessels drawing 14 feet and not exceeding 14½ feet.

54.—That the whole time of the superintendent shall be devoted to the service of the committee.

That his office hours be from nine o'clock, a.m. to five o'clock p.m., between the 1st of April and the 1st of October; and from the 1st of October to the 1st of April, from nine o'clock a. m. to 4 o'clock p. m.

That he is to see that the bye-laws for regulating the pilots are strictly observed, but not to supersede the present duties of the master pilots, who are required to supply him with any information he may want; that the stations are effectively occupied day by day; and to have posted in the office, each and every day, the numbers of the boats on the several stations.

That he enter in his daily log the number of hands going out in each boat, and to report to the committee any cases of absence, misconduct, or breach of the above bye-laws that may occur.

55.—That a ball be hoisted at the mast-head of each boat, after boarding all hands at the westward station, until answered by telegraph, and again when abreast of the N.W. Lightship, until answered by a ball at Bidston, as a line of start for the next boat on turn to proceed; and also when the boat or boats on the Hoylake station have boarded all hands, the said ball to be hoisted at the gaff end.

56.—That the first boat on the western station, when she shall have boarded all hands except two, in order that she may return to Liverpool, shall transfer them to the second boat; which boat shall be compelled to receive and board them on the first vessels requiring pilots.

57.—That the boat sailing for the second Hoylake station take (when required) any hands belonging to the boat next on turn for the fourth western or first station.

58.—That if a pilot be boarded on any vessel at Hoylake or the westward stations, and the vessel be subject to quarantine, or the pilot be detained otherwise with such vessel under his charge, until the boat to which he belongs has finished the cruise, that such pilot shall be considered as though he had actually performed the cruise; but if such pilot-boat shall be out on the western station, then such pilot be sent to his boat according to the Bye-law No. 46.

59.—That apprentices applying for their first licences be required to produce certificates of their baptism, or such other satisfactory evidence as the committee may deem sufficient.

60.—That a printed notice, in red ink, to the effect that no gratuity is allowed by this committee to be received by a pilot, be inserted in the certificates presented to masters of vessels by the pilots.

61.—That for the future, any pilot transgressing the Bye-law 22, which requires him to keep his lead going, shall be dismissed the service.

62.—That henceforth no pilot shall be allowed to lay any vessel aground without a written order from the master or owner.

63.—The pilotage of vessels from foreign parts, inward bound, taking a pilot to Beaumaris, to be 9*s.* per foot, and for outward-bound vessels putting into Beaumaris 6*s.* per foot, together with two guineas travelling expenses.

64.—The first pilot-boat on the westward station shall carry a green and white light horizontally; and the second, third, fourth, and fifth boats shall carry a green light.

65.—The committee beg to represent to the pilots generally the necessity of strict sobriety and attention to their duty, as they are determined to follow up the foregoing bye-laws, and to break irrevocably any pilot convicted of being drunk while on duty.

ORDERS,

PORT OF LIVERPOOL—*continued.*

ORDERS, RULES, and REGULATIONS, respecting the PILOTS' FUND.

THE following orders, rules, and regulations respecting the fund, having been submitted to the inspection of all licensed pilots, agreeable to Act of Parliament, are declared to be binding upon all persons concerned therein:—

1.—Every collector of pilotage shall lay before the committee, at their next meeting after the 28th of February, 28th May, 28th August, and 28th November, in each year, a just and true account of the gross earnings of each and every pilot-boat and the crew thereof, for which he may be the collector, within the three months preceding those dates respectively, without any deduction whatever, which account shall be signed with his name, and shall pay to the treasurer of the said committee 1 *l.* per cent. on the amount.

2.—Every licensed pilot who is not employed in any of the pilot-boats shall in like manner lay before the committee, at the times above mentioned, a just and true account of his earnings, and shall pay to the said treasurer 0 *l.* per cent. on the amount thereof.

3.—The clerk of the said committee shall in like manner lay before the committee, at the times above mentioned, a just and true account of all licences issued, stating the sum received for each licence, and the amount of the whole; also a just and true account of all fines and penalties which shall have been awarded under the authority of the Pilot Act, or of the bye-laws made in pursuance thereof, against any person or persons whatever by the said committee or the magistrates of Liverpool, within the three months immediately preceding the days above mentioned.

And in case of the clerk of said committee, the treasurer, or any of the collectors of pilotage omitting or neglecting to perform any of the duties before specified, such person or persons shall forfeit, for every such offence, any sum not more than 2 *l.*, nor less than 1 *l.*, for every such omission or neglect.

4.—The treasurer shall lay before the committee a just and true statement of his several accounts at the times above mentioned, for the purpose of being audited and approved by the committee.

5.—The treasurer shall lay before the mayor of Liverpool, at the Town-hall, within 10 days after the said 28th of November in each year, a just and true statement of his accounts, together with all vouchers relating thereto, and any other documents which may be required for the purpose of being audited and approved by the said mayor and one other member of the common council, agreeable to law.

6.—The following persons are hereby declared to be pensioners upon the old fund, for and during the periods, and to be allowed the monthly sums set opposite their names:

		Monthly Allowance.	
		s.	*d.*
Margaret Roach	For life, or until married	8	–
Elizabeth Cavendish	ditto	8	–
Ann Woods	ditto	8	–
Hannah Warrington	ditto	8	–
Margaret Hughes	ditto	8	–
Mary Ellison	ditto	8	–
Margaret Faragher	ditto	8	–
Mary Jones	ditto	8	–
Sarah Wilson	ditto	8	–
Mary Hunter	ditto	4	–
Sarah Roberts	ditto	4	–

The said pensions are paid out of the sum of 430 *l.* 10 *s.* 10 *d.*, vested in the Liverpool Savings Bank, and the interest due and to become due thereon.

7. The fines and penalties to be levied and collected hereafter shall be applied, under the direction of the committee, to the relief of casual distress, or to the purpose of increasing the allowances to the persons mentioned in the last article; due regard being had, in every instance, to the recommendation of the licensed pilots.

8. The annuities payable to such pilots as have attained the age of 50 years, and under 55 years, having served as licensed pilots 20 years or upwards, and retiring from the service, 9 *l.* per annum.

The annuities payable to such pilots as have attained the age of 55 years, and under 60 years, having served as licensed pilots 20 years or upwards, and retiring from the service, 13 *l.* 10 *s.* per annum.

The annuities payable to such pilots as have attained the age of 60 years or upwards, having served as licensed pilots 20 years or upwards, and retiring from the service, 18 *l.* per annum.

All the foregoing annuities to commence from the expiration of the last licence.

The annuities payable to such pilots as may be disabled, by accident or disease, from following their business, having served as licensed pilots five years, 13 *l.* 10 *s.* per annum; to commence from the day on which they cease to receive their share of the earnings of any pilot-boat, as journeymen or masters, and to continue until they are able to resume their business.

The annuity payable to the widow of any pilot who has been licensed four years, 9 *l.* per annum; and if married 14 years or upwards, then 13 *l.* 10 *s.* per annum.

The annuities payable to each of the children, born in lawful wedlock, of a deceased pilot, 2 *l.* 14 *s.* per annum, until they shall respectively attain the age of 14 years, over and above any allowance or annuity that may be received by the mother. And in case such child or children shall be left without either parent, then such allowance or annuity as would have been due to the mother, if living, shall be equally divided among all the children; but the share of each to cease as soon as he or she attains the age of 14 years.

The annuities to pilots retiring from the service by reason of having attained the age of 50 or 55 years, to be paid quarterly.

The annuities to pilots retiring at the age of 60 years or upwards, and to the widows and children of pilots, to be paid monthly.

All widows claiming annuities shall produce certificates of marriage in the usual form, or such other evidence of having been lawfully married as may, in the judgment of the committee, be satisfactory.

All persons claiming annuities on behalf of the children of deceased pilots shall be required to produce proof of the marriage of their parents together with an attested copy of the registry of their respective baptisms, and such other proof of their actual age as may be satisfactory to the committee.

PORT OF LIVERPOOL—*continued.*

All pilots claiming annuities on account of age shall be required to produce attested copies of the registers of their baptism, or such other proof of their age as may be satisfactory to the committee.

Ordered, That all licensed pilots do forthwith give to the secretary of the committee a list of their children now living, setting forth their respective ages; and that in case of any allowance being hereafter claimed for or on behalf of any child born before this date, not included in the said list, such child so claiming shall be excluded from the benefit of the fund.

That all children of pilots born after this date shall be registered by the secretary of the committee, in a book to be kept for that purpose, within three months of their birth, or be excluded from the benefit of the fund.

Ordered, That a visiting committee be formed, to consist of three masters and four journeymen, belonging to different boats, to be appointed by the committee, whose duty it shall be to visit all the pensioners upon the fund, and report such circumstances respecting said pensioners as they may think fit to the committee, at least once in three months; any three of such visiting committee (a master pilot being one) shall be competent to act. The following persons are the visiting committee appointed 30th August 1847.

William Hughes	Master of No.	1.
William Hudson	„	2.
John Shepherd	„	4.
Aaron Williams	Journeyman,	5.
Joseph Powell	„	7.
W. J. M'Craken	„	8.
Thomas Hewitt	„	10.

BYE-LAWS NOT YET IN PRINT.

THAT two books be provided for registering the names of all vessels piloted inwards and outwards, pilot's name, where from, where and when boarded, and draught of water, to be entered by the master of each boat within two hours after arrival (if in the day), and by nine o'clock the following morning (if in the night).

That the boats be required to remain in Pile of Foudre 24 hours on annual survey, and that Mr. Hoole of that place be suffered to sign the certificate.

That in future any change contemplated in the owners of any of the pilot boats be laid before the committee.

That all pilots shall obey the bye-laws enacted and made by the trustees for the better regulation of the Liverpool Docks; and also, as soon as the vessels in their charge as pilots shall, under their directions and in the exercise of their discretion, have been brought up in the dock basins, then attend unto all such orders as may be given to them by the harbour or dock masters relative to the placing in dock or mooring in basins of the vessels under their charge respectively.

That in future apprentices be required during their apprenticeship to learn navigation by inspection, and that certificates of their having done so be produced before a licence can be granted.

Be it hereby made known, that any pilot who shall, under any pretence whatever, leave the vessel entrusted to his care whilst at anchor in the river, whether coming from or bound to a foreign port, shall, on proof thereof to the satisfaction of the committee, forfeit and pay for every such offence a fine of not less than 2 *l.*

That henceforward all pilots having charge of vessels, whether inward or outward bound, shall report to the committee all accidents, such as grounding, collision, or the like, which may happen to such vessels while under their direction as early as possible, and any pilot neglecting to do so will subject himself to a fine, at the discretion of the committee.

That in future application must be made in writing for the removal of pilots in charge of vessels, stating the grounds for such application before being acted upon.

That all applications for boys to be admitted into the pilot service be henceforth referred to the examining committee, to report as to their fitness.

That the masters of steamers employing pilots specially licensed be requested to report in writing their conduct whilst they have been so employed.

That in future all vessels entering the port be required by the pilot to hoist an ensign at the gaff or masthead.

That without reference to the water she may draw, no pilot holding a 12-feet licence shall be put on board any vessel which shall register more than 200 tons, old measure.

That henceforward no boy shall be received as an apprentice on board any pilot-boat until he shall have appeared before this committee, and satisfy, by means of such evidence as they may call for, especially as to his having attended a respectable school and obtained some knowledge of navigation; certificates from the master of such school to be produced quarterly during the three years preceding the examination to be branched.

That steamers having pilots attached under Bye-law 29 shall be required to pay not only the pilotage out and in, but to provide the pilot with suitable provisions free of charge, and 5 *s.* per day for each and every day he may be detained on board.

That each master, before parting with blank certificates, shall in his presence require the pilot applying for them to write his name in full across the front of each, in order that the committee may be able, should any be made use of by unlicensed persons, to discover by whom they have been improperly parted with; also that the printers employed by the committee be strictly forbidden to sell or deliver any blank certificates of the form adopted, save to their secretary.

The

PORT OF LIVERPOOL—*continued.*

The Pilot Committee considering it desirable that all pilots' licences should bear one uniform date, and that that date should be the first Monday in March in each year, order:—

That the secretary be prepared at the first meeting of the committee in March to exchange all licences then in force for new ones, bearing that date, and that on paying for these new licences each pilot shall have returned to him such portion of the money paid by him for the old one as may belong to the unexpired period for which it was granted.

That in future all claims for extra days shall be inserted in the certificate for pilotage, and signed for by the master of the vessel.

That no superannuated or retired pilot be allowed to hold a licence, but that if a boat owner, he shall be required to pay 3 *l.* 3 *s.* per annum to the licence fund.

That instead of the white light with a flash, the Liverpool pilot boats exhibit horizontally a white light on the bow, and a green light on the waist; the two not being less than 10 feet apart.

No abatement in the charge of six guineas for a first licence can be made, but if on the 1st March, the 12 months for which it had been granted shall not have expired, a deduction from the three guinea charge for renewal will be allowed in respect of such unexpired time.

That henceforward no transfer of shares in any of the pilot boats will be recognised or recorded at this office unless such contemplated change of property be notified to, and found in conformity with existing regulations by the secretary, before the bill of sale shall have been taken to the Custom-house, for record on the register.

Whereas it frequently happens that vessels coming to Liverpool are ordered, after having taken a pilot, to proceed to another port by instructions given to the pilot-boats on the inner stations:

It is hereby ordered:—

That in all such cases the pilotage which would have been due had the vessel come into the Mersey shall be paid, and that it be equally divided between the boat that supplies the pilot, and the one that conveyed the master the letter or instructions whereby his destination is changed. It is, however, to be distinctly understood that no charge beyond the pilotage as above stated shall be made, the intention of the committee being that instructions shall be put on board free of all expense to the ship or her owners.

That perfect uniformity be observed as to the painting of the pilot-boats, from upper part of the gunwale; yellow, green, yellow, black bends, white to copper or water line.

In consequence of a practice now too prevalent, it appears that persons not licensed as pilots, but representing themselves as such, are in the habit of taking charge of vessels as pilots; it is ordered:—

That notice be given to masters of vessels to require all such persons presenting themselves to take charge of vessels, to produce their licence, which is only in force 12 months from the date of such licence.

It having come to the knowledge of the committee that the pilots occasionally ask the masters of vessels for spirits, &c., it is ordered:—

That the pilots are hereby strictly prohibited from such discreditable practices, and every infraction of this rule proved to the satisfaction of the committee will be visited by a fine or dismissal at their discretion.

That in future the masters of the boats when out on the stations be required to enter in their logs every two hours, when not actually engaged in boarding, the position of their boats by bearings and distance of the land.

That the boat sailing for the second Hoylake station must arrive at the Bell Buoy before the boat having that station leave it; that the boat being so relieved do proceed to the first Hoylake Station, and must arrive on the line of the North West Light-ship and Point of Air, before the other boat be relieved, to proceed to the fourth Western Station.

That every boy intended for the pilot service shall be brought before the committee for approval, before being received on board any of the pilot boats, and in default of this regulation, the master concerned shall be fined.

That it shall be the duty of the first boat to board all vessels within her station; that if it become necessary for this boat to chase any vessel to the northward or out of the fairway track, the second boat shall remain on such station, and board all vessels wanting pilots, which vessels shall be exchanged on the finish of the cruise. That the 1st and 2d boats' stations be to the present western limit, and eastward until Priestholme Island bears S.S.W. by compass. Third boat's station from Point Lynas to S.S.W. of W. end of Great Ormes Head to board all vessels that shall pass the first and second boats. Fourth boat, eastern limit of third boat and west end of the Bar Land S.S.W. by compass. Fifth and sixth boats as heretofore.

That for the future no pilot be allowed to leave his vessel until she is safely anchored in the river; neither shall any pilot leave his vessel after being anchored in the river without a written permission from the commander, or on being relieved by a pilot of equal class by order of one of the masters of the boat.

That in future the masters on shore have a duplicate of the summons sent to any of their crew to attend meetings of the committee, and that it shall be the master's duty to see to their due attendance.

That any pilot or pilots who shall receive on board their boat or boats, any person or persons who are in the habit of illegally acting as pilots or as assistants on board any vessel or vessels, shall for every such offence forfeit and pay the sum of 5 *l.*, and may be deprived of their licence at the discretion of the committee.

That the collectors be directed to pay to the treasurer a per-centage of 1 ½ per cent. on the gross earnings of all the pilot boats until further orders.

That two additional apprentices be added to each boat.

Youths, when presented to the general committee for approval to be received on board a pilot boat as an apprentice, shall have been not less than three years at sea in a square-rigged vessel, and be not less than 16 years of age, to receive until licensed 7 *s.* per week for clothes and board; after receiving a first licence, 12 *s.* per week; and on receiving his second licence, say for 14½ feet, 18 *s.* per week.

It is further ordered:—That the existing apprentices be paid according to the foregoing scale from the 1st day of April 1854.

PORT OF LIVERPOOL—*continued.*

The following ORDERS were issued in 1854.

THAT two additional apprentices be added to each boat. That youths, when presented to the general committee for approval, to be received on board a pilot-boat as an apprentice, shall have been not less than three years at sea in a square-rigged vessel, and be not less than 16 years of age.

That in future the collectors make up the per-centage accounts on 31st March, 30th June, 30th September, and 31st December.

That for the future, no pilot be allowed to leave his vessel until she is safely anchored in the river; neither shall any pilot leave his vessel after being anchored in the river, without being relieved by a pilot of equal class, by order signed by one of the masters of the boat.

That all new licences, and all licences falling due on the 1st day of March in each year, be paid for before delivery.

That for the future, all pilots absent from duty through sickness or other cause be required to send a note, together with a medical certificate, if needful, and deliver the same to the superintendent within 24 hours immediately after so absenting themselves.

That every pilot provide himself with a form of certificate before going on board a vessel. That before taking command, he shall ascertain the draught of water, and fill up the certificate, presenting the same to the captain for his signature. That before leaving the vessel, the pilot shall demand the same from the captain, and deliver it so signed to one of the masters of his boat within 24 hours after landing. Penalty for breach of this bye-law, not less than 20*s.* nor more than 5*l.*

That the treasurer lay the committee's bank book on the table every Monday morning.

David Rowland, Secretary.

15 January 1855.

Nos. 2 3.—RETURN of the NAMES and AGES of all PILOTS and APPRENTICES licensed or authorised to act by the Pilot Committee of the Port of *Liverpool*, and of all PILOTS or APPRENTICES acting mediately or immediately under such Pilot Committee, whether so licensed or not, with the service for which each PILOT or APPRENTICE is licensed; for the Year ending 31 December 1854.

NAME.	Age.	Boat.	STATION.	Whether Licensed or not.	Service for which Licensed.
William Hughes	48	1	1st Master	Yes	Any vessel.
Robert Taggart	44	1	2d ditto	Yes	
John Blackley	42	1	3d ditto	Yes	
John Scott	38	1	Journeyman	Yes	
Ellis Hughes	45	1	ditto	Yes	
Peter Dickinson	45	1	ditto	Yes	
Henry Lancaster	36	1	ditto	Yes	
John Hughes	34	1	ditto	Yes	
Edward Ledder	33	1	ditto	Yes	
George Rogers	27	1	ditto	Yes	
Griffith Edwards	30	1	ditto	Yes	
Thomas Hughes	25	1	ditto	Yes	
Thomas Hodgson	27	1	ditto	Yes	
George Kendall Dixon	33	1	ditto	Yes	
William Daniels	58	1	ditto	Yes	Vessels drawing not more than 14½ feet water.
William Hudson	55	2	1st Master	Yes	Any vessel.
Joseph Powell	36	2	2d ditto	Yes	
John Corrin	43	2	3d ditto	Yes	
Mark N. Bridge	34	2	Journeyman	Yes	
William Hughes	47	2	ditto	Yes	
John Tunstall	37	2	ditto	Yes	
Humphrey Jones	43	2	ditto	Yes	
Thomas S. Pattison	39	2	ditto	Yes	
Edward Bridge	54	2	ditto	Yes	
John Williams, 5th	36	2	ditto	Yes	
James Casement	27	2	ditto	Yes	
Richard Spencer	29	2	ditto	Yes	
Joseph Davies	28	2	ditto	Yes	
George Joseph Brooks	29	2	ditto	Yes	
John Williams, 6th	34	2	ditto	Yes	Vessels drawing not more than 14½ feet water.
Edward Owens	34	2	ditto	Yes	Vessels under 200 tons.
John Williams	40	3	1st Master	Yes	Any vessel.
Thomas Parry	37	3	2d ditto	Yes	
John Sawell	41	3	3d ditto	Yes	
John Wilde	57	3	Journeyman	Yes	
Robert Williams	54	3	ditto	Yes	
James Porter	40	3	ditto	Yes	
William Jones, 6th	34	3	ditto	Yes	
Thorley Lester	39	3	ditto	Yes	

PORT OF LIVERPOOL—*continued.*

NAME.	Age.	Boat.	STATION.	Whether Licensed or not.	Service for which Licensed.
Thomas James Smith	29	3	Journeyman	Yes	
Cornelius Lancaster	32	3	ditto	Yes	
James Robertson	34	3	ditto	Yes	
Septimus Dixon	27	3	ditto	Yes	
James Higgins	29	3	ditto	Yes	
John Williams	35	3	ditto	Yes	
William Thomas Roberts	25	3	ditto	Yes	
John Shepherd	52	4	1st Master	Yes	
Charles Christie	41	4	2d ditto	Yes	
John James Ellison	45	4	3d ditto	Yes	
Joseph Bennett	53	4	Journeyman	Yes	
Samuel Jones	39	4	ditto	Yes	
William Williams	39	4	ditto	Yes	
Thomas H. Edelston	37	4	ditto	Yes	
John Williams	58	4	ditto	Yes	
George Bond	31	4	ditto	Yes	Any vessel.
Thomas Caine	50	4	ditto	Yes	
John Hughes	53	4	ditto	Yes	
Charles Long	27	4	ditto	Yes	
Thomas W. Quirk	26	4	ditto	Yes	
George Dean	41	4	ditto	Yes	
Joseph Williams	63	5	1st Master	Yes	
Isaac Williams	37	5	2d ditto	Yes	
Hugh Jones	41	5	3d ditto	Yes	
John Price	31	5	Journeyman	Yes	
David Evans	39	5	ditto	Yes	
Edward Pritchard	37	5	ditto	Yes	
Richard Edwards	32	5	ditto	Yes	
John Barton Tyrer	28	5	ditto	Yes	
Samuel Dean	31	5	ditto	Yes	
William Sale	29	5	ditto	Yes	
John Bark	27	5	ditto	Yes	
James Roughsedge	39	5	ditto	Yes	Vessels drawing not more than 14½ ft. water.
Robert Searchwell	29	5	ditto	Yes	
Robert Williams	25	5	ditto	Yes	
Thomas Lewis	34	5	ditto	Yes	Vessels under 200 tons.
Thomas Parry	49	6	1st Master	Yes	
Thomas Davies	37	6	2d ditto	Yes	
Thomas Hudson	47	6	3d ditto	Yes	
Peter Evans	47	6	Journeyman	Yes	
George F. Burrows	35	6	ditto	Yes	
John Jones, 7th	37	6	ditto	Yes	
John Jones, 8th	37	6	ditto	Yes	
John Jones, 9th	37	6	ditto	Yes	
Philip Foster	41	6	ditto	Yes	
John Fieldhouse	31	6	ditto	Yes	
John Hughes	28	6	ditto	Yes	
William Pinnington	32	6	ditto	Yes	
William Jones	29	6	ditto	Yes	
Joseph Hislop	34	6	ditto	Yes	
Joseph Corkhill	26	6	ditto	Yes	Any vessel.
George H. Howell	37	6	ditto	Yes	
Richard Jones	40	6	ditto	Yes	
William Rowlands	44	7	1st Master	Yes	
William Hughes	44	7	2d ditto	Yes	
Thomas Thompson	47	7	3d ditto	Yes	
William Jones	38	7	Journeyman	Yes	
Richard Edwards	34	7	ditto	Yes	
John Daniels	37	7	ditto	Yes	
John Pritchard	35	7	ditto	Yes	
Owen Jones	32	7	ditto	Yes	
Henry Ennes	28	7	ditto	Yes	
John Williams	32	7	ditto	Yes	
Robert Buddle	33	7	ditto	Yes	
George Pennington	24	7	ditto	Yes	
Henry Madrall	24	7	ditto	Yes	
Thomas Buckley	28	7	ditto	Yes	Vessels drawing not more than 14½ feet water.
John Bark	55	8	1st Master	Yes	Any vessel.
Robert Clarke	57	8	2d ditto	Yes	
Hugh Edwards	37	8	3d ditto	Yes	
Richard Owens	47	8	Journeyman	Yes	

(continued)

PORT OF LIVERPOOL—*continued.*

NAME.	Age.	Boat.	STATION.	Whether Licensed or not.	Service for which Licensed.
William Evans	46	8	Journeyman	Yes	
William Christie	43	8	ditto	Yes	
Owen Owens	31	8	ditto	Yes	
John Malbon	29	8	ditto	Yes	
George Wilson	25	8	ditto	Yes	Any vessel.
John B. Prior	32	8	ditto	Yes	
William Jones	28	8	ditto	Yes	
Hugh Williams, 3d	26	8	ditto	Yes	
Frederick Thornton	26	8	ditto	Yes	
Hugh Williams, 2d	32	8	ditto	Yes	Vessels drawing not more
John Kirkman	26	8	ditto	Yes	than 14 ½ feet water.
Thomas Crane	47	9	1st Master	Yes	
William Lancaster	45	9	2d ditto	Yes	
John Pritchard	42	9	3d ditto	Yes	
John Pepper	45	9	Journeyman	Yes	
John Thomas	30	9	ditto	Yes	
Richard Parry	30	9	ditto	Yes	Any vessel.
Owen Pritchard	29	9	ditto	Yes	
John Noscoe	32	9	ditto	Yes	
William J. McCracken	36	9	ditto	Yes	
Jonathan Hodgson	29	9	ditto	Yes	
William Hughes	33	9	ditto	Yes	
Richard Pritchard	25	9	ditto	Yes	
Michael Thomas	24	9	ditto	Yes	Vessels drawing not more than 14 ½ feet water.
James Wilson	53	10	1st Master	Yes	
Hugh Williams	46	10	2d ditto	Yes	
William Parry	43	10	3d ditto	Yes	
John Christie	32	10	Journeyman	Yes	
James Crossley	32	10	ditto	Yes	
William Griffiths	51	10	ditto	Yes	
Thomas Martin	30	10	ditto	Yes	Any vessel.
James William Wilson	30	10	ditto	Yes	
J. Harrison Davies	30	10	ditto	Yes	
Lawrence Woodward	38	10	ditto	Yes	
George Jones	26	10	ditto	Yes	
David Hayes	28	10	ditto	Yes	
John Christian	26	10	ditto	Yes	
John Evans	46	10	ditto	Yes	
Thomas Parry	24	10	ditto	Yes	Vessels drawing not more than 14 ½ feet water.
Richard Parry	59	11	1st Master	Yes	
Robert Williams	36	11	2d ditto	Yes	
William Harris	40	11	3d ditto	Yes	
Richard Williams	35	11	Journeyman	Yes	
E. F. Callister	40	11	ditto	Yes	
John Morris	35	11	ditto	Yes	
Robert Nevin	32	11	ditto	Yes	
Thomas Hamlet	43	11	ditto	Yes	Any vessel.
Robert Griffiths	36	11	ditto	Yes	
Griffith Hughes	39	11	ditto	Yes	
George Bridge	31	11	ditto	Yes	
James Durant	32	11	ditto	Yes	
Thomas Frith	30	11	ditto	Yes	
William Parry	30	11	ditto	Yes	
James Thomas	26	11	ditto	Yes	
John A. Martin	27	11	ditto	Yes	Vessels drawing not more than 14 ½ feet water.
Hugh Woodward	62	12	1st Master	Yes	
George Bark	51	12	2d ditto	Yes	
William Griffiths	41	12	3d ditto	Yes	
John Williams	42	12	Journeyman	Yes	
Thomas White	46	12	ditto	Yes	
Edward Vickers	30	12	ditto	Yes	
William Corrin	33	12	ditto	Yes	Any vessel.
James George Gibson	28	12	ditto	Yes	
John Brown	31	12	ditto	Yes	
Richard Blundell	27	12	ditto	Yes	
William Edwards	35	12	ditto	Yes	
Ebenezer Edwards	42	12	ditto	Yes	
William Thomas	28	12	ditto	Yes	
David Davies	35	12	ditto	Yes	

PORT OF LIVERPOOL—*continued.*

NAME.	Age.	Boat.	STATION.	Whether Licensed or not.	Service for which Licensed.
Alfred Rogers	25	1	Apprentice	Yes	
Edward Jones	25	1	ditto	Yes	
John Simpson	23	1	ditto	Yes	
Robert M. Raleigh	22	2	ditto	Yes	
James Atherton	23	2	ditto	Yes	
John Lawrenson	26	3	ditto	Yes	
Richard Rowlands	23	3	ditto	Yes	
James Hudson	23	3	ditto	Yes	
Thomas James Shepherd	21	4	ditto	Yes	
Joseph Harrison	24	4	ditto	Yes	
James Hislop Graham	25	5	ditto	Yes	
William Brown	25	6	ditto	Yes	
Thomas Parry	21	6	ditto	Yes	Vessels drawing not more than 14½ feet water.
Wm. Peters	29	7	ditto	Yes	
Wm. Taylor	25	7	ditto	Yes	
Wm. P. Owens	26	8	ditto	Yes	
Thomas B. Bark	22	8	ditto	Yes	
Wm. Williams	27	9	ditto	Yes	
Wm. Crane	24	9	ditto	Yes	
James Christie	24	10	ditto	Yes	
Henry Parry	24	10	ditto	Yes	
Thomas Jones	28	11	ditto	Yes	
James Scarisbrick	25	11	ditto	Yes	
Hugh Woodward, jun.	22	12	ditto	Yes	
Peter Bennett, jun.	25	12	ditto	Yes	
John Garner	23	12	ditto	Yes	
James Barber	22	1	ditto	Yes	
George Haswell	21	1	ditto	Yes	
Thomas Bryce	23	2	ditto	Yes	
James Clayton	21	2	ditto	Yes	
Thomas Wm. Cockrain	22	2	ditto	Yes	
Francis Charles Beckett	23	3	ditto	Yes	
Brereton Poynton Evans	22	4	ditto	Yes	
James Ward	26	4	ditto	Yes	
Wm. Diaper	23	4	ditto	Yes	
Richard Williams	23	5	ditto	Yes	
Francis Parry	22	5	ditto	Yes	
Joseph Martin	21	5	ditto	Yes	
Wm. Brewer	22	6	ditto	Yes	Vessels under 200 tons.
Edward Callwood	25	7	ditto	Yes	
Thomas Owens	27	7	ditto	Yes	
Hugh Jones	28	7	ditto	Yes	
Wm. Wilson	20	8	ditto	Yes	
Richard Pritchard	25	8	ditto	Yes	
Wm. Benson	20	9	ditto	Yes	
Thomas Crane	26	10	ditto	Yes	
Henry Croxton	24	11	ditto	Yes	
John Walters	20	11	ditto	Yes	
Thomas D. Worrall	24	12	ditto	Yes	
Wm. Jevons	24	12	ditto	Yes	
Frederick Simpson		1	ditto	No.	
Wm. Jervis		1	ditto	No.	
Peter White		1	ditto	No.	
John Wissett		1	ditto	No.	
Wm. Cain		2	ditto	No.	
John Owens		2	ditto	No.	
Benjamin Llewellyn		2	ditto	No.	
John M'Namee		2	ditto	No.	
George Thompson		2	ditto	No.	
John Roberts		3	ditto	No.	
Richard Shaw		3	ditto	No.	
Isaac Williams		3	ditto	No.	
Joseph Webster		3	ditto	No.	
Anthony Little		3	ditto	No.	
David Owen		4	ditto	No.	
Thomas S. Williams		4	ditto	No.	
James Maclean		4	ditto	No.	
Henry Davis		4	ditto	No.	
Robert M'Lachlin		5	ditto	No.	
Thomas Miller		5	ditto	No.	
Charles Buchanan		5	ditto	No.	
Joseph W. Gorst		5	ditto	No.	
Hugh Hughes		5	ditto	No.	

(*continued*)

PORT OF LIVERPOOL—*continued.*

NAME.	Age.	Boat.	STATION.	Whether Licensed or not.	Service for which Licensed.
Robert Shannon	-	5	Apprentice	No.	
Wm. A. Rowling	-	6	ditto	No.	
George Ledder	-	6	ditto	No.	
Robert Curren	-	6	ditto	No.	
F. C. Ashworth	-	6	ditto	No.	
George G. Bark	-	6	ditto	No.	
Wm. Griffiths	-	6	ditto	No.	
Samuel Dawson	-	7	ditto	No.	
James Williamson	-	7	ditto	No.	
Owen Owens	-	7	ditto	No.	
Wm. Parry	-	7	ditto	No.	
James H. Hally	-	8	ditto	No.	
Charles Masker	-	8	ditto	No.	
James Youd Leach	-	8	ditto	No.	
Thomas Jones	-	8	ditto	No.	
Samuel Porter	-	9	ditto	No.	
Richard Henry Whitford	-	9	ditto	No.	
Edward Masker	-	9	ditto	No.	
John Bentley	-	9	ditto	No.	
John Barclay	-	9	ditto	No.	
Henry Jones	-	10	ditto	No.	
Edwin Pickles	-	10	ditto	No.	
Thomas Bird	-	10	ditto	No.	
John Ennis	-	10	ditto	No.	
John Gould	-	10	ditto	No.	
Charles S. Daniels	-	10	ditto	No.	
Wm. Lancaster	-	10	ditto	No.	
Owen Lloyd	-	11	ditto	No.	
Richard Williams	-	11	ditto	No.	
Joseph Pass	-	11	ditto	No.	
Thomas Lewis	-	11	ditto	No.	
Robert Lloyd	-	11	ditto	No.	
William Whittle	-	12	ditto	No.	
Samuel Williams	-	12	ditto	No.	
Wm. Coventry	-	12	ditto	No.	
Joseph Holt	27	Steam pilot	Journeyman	Yes	Steamer "Telegraph" only.

15 January 1855. *David Rowland*, Secretary.

No. 4.—RETURN of the RATES of PILOTAGE now in force, including the Rates and Descriptions of all Charges upon Shipping made for or in respect of Pilots or Pilotage at the Port of *Liverpool*, for the Year ending 31 December 1854.

INWARDS.

For British Vessels trading to Foreign Parts:

	s.	d.	
From the length of the west end of the Great Ormes Head, bearing south by west, or before Penman Bachan be shut in with the Great Ormes Head	9	–	per foot.
From the Eastward of Great Ormes Head, as above	8	–	„
From the only house now on Great Hilbre Island, bearing S.S.W. by compass, or from the road of Hoylake only, or from the Buoy of the Fairway in Formby Channel	4	–	„

Alien vessels, 12*s.*, 11*s.*, and 5*s.* 6*d.* per foot respectively.

Coasting vessels are charged one-half the rates for British Foreign-going vessels, viz.: 4*s.* 6*d.*, 4*s.*, and 2*s.* per foot.

OUTWARDS.

For British Vessels trading to Foreign Parts:

	£.	s.	d.	
Whether through the Rock or Formby Channel	–	4	–	per foot.
Alien vessels	–	8	–	ditto.
Coasting vessels	–	2	6	ditto.
Extra detention	–	5	–	per day.
Pilot boat's attendance	2	2	–	ditto.
To or from Garston	2	–	–	each vessel.
To or from Birkenhead	1	10	–	ditto.
Transporting a vessel from dock to dock	1	–	–	

Coasting steamers outwards, proceeding to sea without a pilot, are exempt from payment of pilotage.
The rate for coasting steamers inwards is 1*s.* per foot, when the services of a pilot are not required.

15 January 1855. *David Rowland*, Secretary.

PORT OF LIVERPOOL—*continued.*

No. 5.—RETURN of PILOTAGE earned in the Port of *Liverpool* by the Masters and Crews of Twelve Pilots' Boats, in the Year ending 31 December 1854.

BRITISH FOREIGN VESSELS INWARDS.					BRITISH COASTING VESSELS INWARDS.				
No. of Vessels.	Hoylake Station.	No. of Vessels.	Western Station.	Total No. of Vessels.	Total Amount.	No. of Vessels.	Hoylake Station.	No. of Vessels.	Western Station.	Total No. of Vessels.	Total Amount.
	£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
653	3,155 4 6	2,497	16,431 – 8	3,150	19,586 5 2	3,189	4,046 16 4	139	354 13 3	3,328	4,401 9 7

FOREIGN VESSELS INWARDS.					OUTWARDS.				
No. of Vessels.	Hoylake Station.	No. of Vessels.	Western Station.	Total No. of Vessels.	Total Amount.	No. of Vessels.	British Foreign.	No. of Vessels.	British Coasters.	Total No. of Vessels.	Total Amount.
	£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
289	2,226 18 2	1,506	13,687 15 5	1,795	15,914 13 7	2,871	9,091 11 –	456	555 – 4	3,327	9,646 11 4

FOREIGN VESSELS OUTWARDS.

No. of Vessels.	Total Amount.
	£. s. d.
1,737	8,602 17 6

No. 6.—ACCOUNT of the RECEIPT and EXPENDITURE of all MONIES received by or on behalf of the Pilotage Authorities of the Port of *Liverpool*, in respect of Pilots or Pilotage; for the Year ending 31 December 1854.

TREASURER'S ACCOUNT.

Annuity and Per-centage Account, Licence and Disbursement Account, and Fine and Forfeiture Account.

Dr.		£. s. d.
To balance brought from last account; viz.		
Annuity and per-centage	£. 6,982 6 –	
Licence and disbursements account	374 8 2	
Fines and forfeiture account	381 17 8	
		7,738 11 10
To amount of fees received from applicants for licences and certificates		832 2 6
To amount received as contribution to superannuation or widows' fund		1,037 2 3
To amount received for fines and forfeitures		131 1 7
To gross amount received for inward pilotage *		—
To gross amount received for outward pilotage *		—
To amount received for income tax		8 3 4
To amount received from other sources:		
Dividend on dock bonds	£. 267 14 11	
Interest per bank	25 16 1	
		293 11 –
	£.	10,040 12 6
To balance brought down; viz.		
Liverpool dock bonds	£. 7,000 – –	
Cash in bank, &c.	725 12 4	
		7,725 12 4

Cr.		£. s. d.
By amount paid for salaries of secretary, clerk and other officers		642 10 –
By amount paid for rent of offices, &c.		357 5 4
By travelling expenses		60 – –
By amount paid for pensions or superannuations		1,255 4 10
By balance carried down; viz.		
Liverpool Dock bonds in hands of town clerk	£. 7,000 – –	
Cash in bank, &c.	725 12 4	
		7,725 12 4
	£.	10,040 12 6

* These items apply to collectors of pilotage, and are returned by them.

See Return No. 5, above.

31 December 1854. *J. Wellington Buck*, pro Treasurer.

PORT OF LLANELLY.

No. 1.—RETURN of all Bye-laws, Regulations, Orders, or Ordinances relating to Pilots or Pilotage now in force within the Jurisdiction of the Harbour Commissioners of *Llanelly*; for the Year ending 31 December 1854.

Bye-laws made by the Commissioners for the Improvement of the *Burry* Navigation.

1.—All vessels with cargoes, and all vessels above 50 tons register in ballast, passing over the Bar of Burry inwards, and all vessels of 30 tons register and upwards outwards, shall heave to and receive on board the first licensed pilot who shall offer; and the master of any vessel refusing or neglecting to do so shall pay the pilotage as though such pilot had been taken on board, and be subject to a penalty not exceeding 5 *l.* Pilots shall take charge of all vessels under 50 tons register inwards, if required, by signal or otherwise.

2.—All vessels coming to the port of Llanelly, and employing a pilot to the westward of the Helwick Light-ship, to pay an additional pilotage at the rate of 5 *s.* per 100 tons register, by way of distance money. Every vessel to have the option of so employing a pilot or not.

3.—Masters of vessels shall employ a licensed pilot, if one shall offer, in transporting their ships within the port, for which they shall pay according to the rates hereinafter specified.

4.—Masters of vessels shall on arrival give a certificate stating the vessel's name, registry, tonnage, where boarded by the pilot, the draught of water the vessel then draws, and the draught of water when loaded; and when he proceeds to sea, shall give another certificate stating that his vessel has been properly taken out over the Bar; and any master of a vessel refusing to give the certificates required, or giving false ones, shall be subject to a fine not exceeding 5 *l.*

5.—Any master of a vessel who may be unable to procure a pilot to take the vessel out shall have the outward pilotage repaid to the owner.

6.—In case any ship or vessel shall be in distress, and pilots and men shall run imminent risk in going to the relief of such ship or vessel, the men and pilots shall be entitled to such compensation from the owner, master, or person in charge of such vessel, beyond the regular rate of pilotage, as the Commissioners shall think fit to award.

7.—Any unlicensed pilot who shall act as pilot, or any pilot who, after being suspended or dismissed by the Commissioners or the Pilots' Committee, shall so act (except where no licensed pilot can be obtained), shall be subject to a penalty not exceeding 5 *l.*

8.—All masters of vessels and pilots to keep clear of the quays, jetties, shipping places and other erections in or adjoining the rivers within the Bar of Burry, by bringing their vessels to anchor at proper distances therefrom.

9.—In case of any dispute arising between masters of vessels touching any damage done to their respective ships within the Bar of Burry, the same shall be settled by reference to two indifferent masters of vessels, one to be named by each party; and in case they should disagree, or of arbitrators not being appointed, to the umpirage and final determination of the harbourmaster of Pembrey Harbour or Burry Port, if the cause of complaint shall occur within Pembrey Harbour or Burry Port respectively; or otherwise to the general harbourmaster of the port; and in disputes between masters of vessels and pilots, the same shall be settled by the Pilots' Committee.

10.—Any master or other person refusing or neglecting to make the payment required by and to conform to the above rules and bye-laws shall be liable to a penalty not exceeding 5*l.* for every such offence, such penalty to be subject to mitigation at the discretion of the justice before whom the case may be heard.

That the following Rates be paid by Vessels when boarded by or from either of the Skiffs.

	If Boarded inside No. 1 Station.	At or West of No. 1 Station, and East of Caldy.	In or West of Caldy Roads.
	s. *d.*	*s.* *d.*	*s.* *d.*
Under 100 tons - - -	1 –	1 –	1 –
150 „ - - -	1 –	2 6	3 –
200 „ - - -	1 6	3 –	3 6
250 „ - - -	2 –	3 6	4 –
300 „ - - -	2 6	4 –	4 6
350 „ - - -	3 –	4 6	5 –
400 „ - - -	3 6	5 –	5 6
450 „ - - -	4 –	5 6	6 –
500 „ - - -	4 6	6 –	6 6

PORT OF LLANELLY—*continued.*

PILOTAGE.

RULES for the Payment of Pilots and Hobblers taking charge of Ships or Vessels trading over the Bar of *Burry*, and bound to *Llanelly, Pembrey, Burry Port*, and upwards, as far as *Llangennech.*

LIMIT NO. 1.

If a pilot be taken on board as far to the westward as to bring Rossilly Church open to the westward of the Holmes, he is to be paid for every foot of water the vessel may draw,

	s.	d.			s.	d.	
Under - 50 tons - -	1	6	per foot.	125 to 150 tons - - - -	2	6	per foot.
50 to 75 „ - -	1	9	„	150 to 175 „ - - - -	2	9	„
75 to 100 „ - -	2	–	„	175 to 200 „ - - - -	3	–	„
100 to 125 „ - -	2	3	„	200 to 225 „ - - - -	3	3	„

With an advance of 3 *d.* per foot on every additional 25 tons burthen.

LIMIT NO. 2.

	s.	d.			s.	d.	
Under - 50 tons - -	–	9	per foot.	125 to 150 tons - - - -	1	9	per foot.
50 to 75 „ - -	1	–	„	150 to 175 „ - - - -	2	–	„
75 to 100 „ - -	1	3	„	175 to 200 „ - - - -	2	3	„
100 to 125 „ - -	1	6	„	200 to 225 „ - - - -	2	6	„

And 3 *d.* per foot for every additional 25 tons.

OUTWARDS.

	s.	d.			s.	d.	
Under - 50 tons - -	–	9	per foot.	125 to 150 tons - - - -	1	9	per foot.
50 to 75 „ - -	1	–	„	150 to 175 „ - - - -	2	–	„
75 to 100 „ - -	1	3	„	175 to 200 „ - - - -	2	3	„
100 to 125 „ - -	1	6	„	200 to 225 „ - - - -	2	6	„

And 3 *d.* for every additional 25 tons.

If taken on board inside buoy No. 6, when bound to Llanelly, or further up, or inside the buoy at the entrance of Pembrey Harbour, if bound there, 2 *s.* as a hobbler.

That all vessels boarded to the west of No. 3 buoy, by crew of "Ceres," shall pay for Limit No. 1.

That all vessels proceeding above Llanelly shall pay as follows in addition to the rates inwards and outwards from Llanelly:—

From Llanelly to Penclawdd - to Spitty, and *vice versâ.*

	s.	d.			s.	d.	
Under - 50 tons - -	2	6	- -	-	4	–	each vessel.
50 to 100 „ - - -	3	6	- -	-	6	–	„
100 to 150 „ - - -	4	6	- -	-	8	–	„
150 to 200 „ - - -	6	–	- -	-	9	6	„

And from Penclawdd to Spitty, and *vice versâ*, as follows:

	s.	d.	
Under - 50 tons - - - - -	2	6	each vessel.
50 to 100 „ - - - - -	3	6	„
100 to 150 „ - - - - -	4	6	„
150 to 200 „ - - - - -	6	–	„

That the following Rates of Harbour Pilotage shall be paid whenever a Pilot is in charge:—

	s.	d.	
By all vessels under 50 tons register - -	2	–	each vessel.
„ 75 „ - -	2	6	„
„ 100 „ - -	3	–	„

And 6 *d.* for every additional 25 tons.

For removing vessels from or to Llanelly and Pembrey:—

	s.	d.
Under 50 tons - - - - - - - - - -	3	6
75 „ - - - - - - - - - -	4	6
100 „ - - - - - - - - - -	5	6

And 1 *s.* for every additional 25 tons.

For removing Vessels from Pembrey Harbour to Burry Port, and *vice versâ*:—

	s.	d.
Under 50 tons - - - - - - - - - -	3	6
75 „ - - - - - - - - - -	4	–
100 „ - - - - - - - - - -	4	6

And 6 *d.* extra for every additional 25 tons.

PORT OF LLANELLY—*continued.*

All payments for pilotage and hobbles to be paid into the Harbour-office direct, or through the sub-collectors at the Creeks.

Every vessel paying 2 *s.* and upwards for every foot, to be taken by the pilot clear of the Holmes.

Each vessel to pay 1 *s.* extra for the boat, except when the ship's boat lands the pilot, in which case the 1 *s.* is to be returned.

Vessels sailing from the port and putting back, after having discharged their pilots, to pay half pilotage in and out.

If any master of a vessel shall engage a pilot and hands to go on board his vessel to take her out, or transport, or move her, and the vessel cannot be got ready to be moved that tide, the pilot and men engaged shall be paid 9 *d.* each.

Three shillings and sixpence to be the rate charged for a bar hobble.

Every hobbler employed on board a vessel shall be paid 2 *s.* per tide, and no more; and this shall be the price in every part of the rivers Burry, Loughor, and Lliedi.

The pilots detained on board of vessels by desire of master or mate, whether in port or lying outside, shall be paid 2 *s.* per tide, whether the master be absent or not.

PILOTS.

1.—No person shall be allowed to act as pilot without first obtaining a licence under the hands of five or more Commissioners in General or Pilots' Committee Meetings assembled; for which he shall pay 5 *s.* to the clerk, except such pilots as have hitherto been licensed, and who, in the event of re-appointment, shall be entitled to new licences given in manner aforesaid, on payment of 1 *s.* each.

2.—Every person applying to be appointed a pilot shall, previous to his obtaining his licence, lodge with the clerk a recommendation from five masters of vessels belonging to the Port of Llanelly, or trading over the Bar of Burry, of the burthen of 50 tons per register and upwards, of the good character and capability of such person for a pilot; and also a certificate from the harbour-master, that such candidate for a licence has been examined by him, and is, in his opinion, eligible for the situation.

3.—Masters of vessels having cause of complaint against their pilot, are desired to state the same immediately in writing to the clerk of the Commissioners of the Harbour-office, when the case without loss of time will be investigated.

4.—Every pilot shall pay 1 *s.* in the pound from his earnings; such payment to form a fund, together with any sum that may be added by the harbour trust to be applied by the Pilots' Committee for the relief of sick and infirm pilots, or the widows and families of such as may be drowned.

5.—Every pilot leaving his employ, declining or neglecting to act as pilot, without the consent of the commissioners or the committee, shall be subject to a penalty not exceeding 5 *l.*, and be rendered incapable of again acting as pilot.

6.—Every licensed pilot must consider himself bound at all times to fulfil his duties as a pilot, and to proceed to the assistance of vessels coming in or going out of the river whenever directed by signal or by the harbour-master, except when prevented by stress of weather, under a penalty not exceeding 5 *l.*, and the loss of his licence.

7.—If any pilot shall wilfully deceive any master of a vessel in any information he may give him with regard to the port; or shall wilfully refuse to give him such information, he shall forfeit and pay any sum not exceeding 5 *l.*

8.—No pilot shall receive any money on account of pilotage from the master of any vessel, under a penalty not exceeding 5 *l.*

9.—All pilots so licensed shall be subject to these and such other rules, as from time to time shall be made by the commissioners; and they shall be liable to a penalty not exceeding 5 *l.* for drunkenness or misbehaviour to masters of vessels, the harbour or dock-masters; for charging more for pilotage or hobbling than is set down in these bye-laws; for refusing or neglecting to do their duty either personally or with their boats, when required: or for laying the vessel they have charge of in an improper or dangerous place; and if it shall appear necessary, he or they shall be suspended from acting as pilots altogether, or for so long a time as the commissioners may think proper.

10.—A list of the pilots to be printed after each renewal of licences, and a copy to be stuck up at the Custom-house.

11.—No pilot or other person in the service of the commissioners is permitted to demand any further payment than that mentioned in these tables, and nothing in the shape of allowance to drink.

12.—In the event of any pilot being twice convicted of drunkenness on duty, to be irrevocably dismissed.

13.—That from and after the 1st of October 1843, no pilot shall be allowed to keep or be concerned in any public-house or beer-shop; and no innkeeper or keeper of any public-house or beer-shop shall hold any share in any of the skiffs or boats.

14.—Whenever the red-and-white flag by day, or lantern by night, is hoisted near the flood-gates at Llanelly, masters of vessels and pilots must keep their vessels out of the running water of the Lliedi Channel; and any pilot leaving the vessel there, unless compelled to do so by some unavoidable accident, will be suspended and fined. The flag and lantern will be hoisted one hour before, and continued until one hour after, high water.

16.—When any pilot, who is engaged to pilot a ship to sea, shall refuse to start the ship on the ground that the risk is too great, no other pilot is to assume the charge without the previous consent of the harbour-master.

BOATS AND PILOT SKIFFS.

1.—The pilot-boats to be all painted with black sides. Each boat to be marked with the number appointed for her, from one progressively, in white paint on the bow, and in black paint upon the sails, above the reefs; the figures on the bow to be at least nine inches in length, and those on the sails not less than two feet and a half. The letter L to be placed on the bow and sails, before and in a line with the number; and the number and letters on the sails to be a foot apart.

2.—The pilot-boats and skiffs shall be kept at all times in proper repair, and sufficiently found with oars, sails, and other requisite stores and tackle, and to be fitted and painted as above; and no pilot shall ply for pilotage in any boat or vessel not so appointed and registered at the Harbour-office, under a penalty not exceeding 5 *l.*

3.—On the arrival of the pilot skiffs at Llanelly, the pilot in charge shall report his arrival to the harbour-master, who shall order out a fresh crew.

4.—That the pilots take their regular turn in the skiffs to cruise for vessels bound to Burry, in order to pilot them over the Bar; and when their number is reduced to two besides the master, she is to come to anchor at the places appointed, in order to take a fresh set of pilots on board.

5.—The

PORT OF LLANELLY—*continued.*

5.—The pilots to take their regular turn in boarding vessels, and to do their duty on board the smack in obedience to the master.

6.—Pilots when not employed on board the skiffs, are to attend to their boats as usual, until it comes to their turn to join the skiffs.

7.—That in all licences given to pilots in future, a clause be inserted to the effect that in cases of drunkenness either on or off duty, the pilot so found intoxicated be fined a sum not less than 1 *l.*; and in case of repeated drunkenness, or under aggravated circumstances, the pilot so offending shall be dismissed

8.—A pilot acting contrary to these rules will be liable to forfeit his licence.

9.—Every pilot is to be provided with a red flag, four feet by three feet six inches, with a white square in the centre, which flag he is to hoist at one of the mast-heads directly he boards a vessel to pilot her inwards; and any pilot neglecting to show the above signal will be liable to a penalty not exceeding 20 *s.* for every such offence.

"CERES," PILOT SHIP.

Pilots shall be stationed on board the "Ceres" in regular turn, agreeable to the harbour-master's muster sheet, who are on no account to quit her until discharged by the master of the "Ceres" into some vessel in want of a pilot, or are relieved by the next in turn.

The master of the "Ceres" to discharge the pilots stationed on board in their regular turns, according to their respective arrivals on board.

The pilots stationed on board the "Ceres" to have the first turn for all vessels that arrive within the Holmes before taking a pilot on board.

Pilots to report themselves to the harbour-master immediately on their arrival at Llanelly from the "Ceres."

Pilots not arriving on board the "Ceres" within 24 hours after receiving the orders, unless prevented by stress of weather, to be fined not exceeding 5 *l.*

The pilots stationed on board the "Ceres," to obey the orders of the master, and to assist in all the requisite duties of the vessel.

Nos. 2 & 3.—RETURN of the NAMES and AGES of all PILOTS and APPRENTICES licensed or authorised to act by the Harbour Commissioners of *Llanelly*, and of all PILOTS or APPRENTICES acting mediately or immediately under such Commissioners, whether so licensed or not, with the Service for which each PILOT or APPRENTICE is licensed; for the Year ending 31 December 1854.

NAMES OF PILOTS.	Age on last Birthday.	Whether Licensed or Authorised.	Service for which Licensed or Authorised to Act.	NAMES OF PILOTS.	Age on last Birthday.	Whether Licensed or Authorised.	Service for which Licensed or Authorised to Act.
William Lewis, 1st -	61	Yes -	One year.	William Lewis, 4th -	40	Yes -	One year.
William Roberts, 1st -	56			William Christopher -	38		
Walter Morgan - -	61			David Charles - -	39		
William Bowen, 1st -	63			William Lewis, 3d -	43		
William Richards, 1st -	55			Philip Beynon - -	35		
David Perrott - -	50			William Bowen, 2d -	69		
Daniel Evans - -	78			William Guy - -	49		
Philip Hugh - -	58			Robert Hopkins - -	48		
John Morris - -	41			Richard Christopher -	32		
William Richards, 2d -	46			John Gay - - -	37		
Richard Thomas - -	59			William Roberts, 2d -	32		
John Bowen - -	45			John Williams - -	33		
David Richards, 2d -	39			Thomas Colebrook -	36		
William Wilson - -	46			Christopher Lewis -	30		
John Perrott - -	38			Horton Rees - -	39		
David Richards, 1st -	58			John Hughes - -	38		
William Bowen, 3d -	45						
William Hughes - -	45			AUXILIARY PILOTS:			
Rees Hopkins - -	63						
Robert Lewis - -	66			James Winch - -	38		
William Lewis, 2d -	50			Thomas Lewis - -	38		
James Lewis - -	53			Thomas Davies - -	42		
Francis Ransell - -	54			Thomas Griffiths -	75		

Apprentices - - - - - - - - - - - None.

PORT OF LLANELLY—*continued.*

No. 4.—RETURN of the RATES of PILOTAGE now in force, including the Rates and Descriptions of all Charges upon Shipping made for or in respect of Pilots or Pilotage at the Port of *Llanelly*, for the Year ending 31 December 1854.

For Rates of Pilotage, &c. See Return No. 1, pp. 160-162.

No. 5.—RETURN of the TOTAL AMOUNT received for PILOTAGE of VESSELS Into and Out of the Port of *Llanelly*, distinguishing the Amounts received from British Vessels and from Foreign Vessels respectively, and the several Amounts received in respect of Vessels paying different Rates of Pilotage, and the several Amounts received for the several Classes of Service rendered by Pilots, together with the Number of the Vessels of each of the Classes paying such Amounts as aforesaid; for the Year ending 31 December 1854.

(1.)—INWARDS.

DISTANCES for which PILOTED, According to the different Distances in the Scale of Rates.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
	COASTERS.		OVERSEA.		PRIVILEGED.		UNPRIVILEGED.			
	No. of Vessels.	Amount.	No. of Vessels.	Amount.	No. of Vessels.	Amount.	No. of Vessels.	Amount.	No. of Vessels.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea (Outside Station, No. 1) to Llanelly - -	2,537	1,554 6 7	55	70 6 7	101	57 6 6	- -	- - -	2,693	1,681 19 8
From Sea (Inner Station, No. 2) to Llanelly - - - -	101	44 19 6	4	1 12 4	5	1 15 8	- -	- - -	110	48 7 6
TOTAL - - -	2,638	1,599 6 1	59	71 18 11	106	59 2 2	- -	- - -	2,803	1,730 7 2

(2.)—OUTWARDS.

From Llanelly to Sea - -	2,584	1,526 8 4	58	30 16 6	120	50 18 11	- -	- - -	2,762	1,608 3 9

No difference in the rates, with or without steam. No difference in the rates of foreign vessels, being all charged as if English.

No. 6.—ACCOUNT of the RECEIPT and EXPENDITURE of all MONIES received by or on behalf of the Harbour Commissioners of *Llanelly*, in respect of Pilots or Pilotage; for the Year ending 31 December 1854.

Dr.	£. s. d.	*Cr.*	£. s. d.
To balance brought from last account -	188 10 10	By amount paid pilots - - -	3,332 16 8
To amount received for inward pilotage -	1,730 7 2	By amount paid for repairs, &c. of pilot cutters, boats, &c. - - - -	559 10 4
To amount received for outward pilotage	1,608 3 9	By amount paid for sick, superannuated pilots, and widows - - - -	88 18 –
To amount received for pilot skiffs and boats - - - - - - -	566 15 9	By amount paid pilots' doctor - -	12 2 6
To amount received for superannuation fund - - - - - - -	164 6 7	By balance carried to next account -	277 1 1
To amount received for pilots' doctor -	12 4 6		
£.	4,270 8 7	£.	4,270 8 7

27 January 1855.

B. Jones, Clerk.

TRINITY HOUSE, NEWCASTLE-UPON-TYNE.

No. 1.—RETURN of all Bye-laws, Regulations, Orders, or Ordinances relating to Pilots or Pilotage now in force within the Jurisdiction of the Trinity House, *Newcastle-upon-Tyne*; for the Year ending 31 December 1854.

By the Master, &c.

RULES and Orders to be observed by in the Exercise of his Office as Pilot.

1.—When you shall receive an order, signed by the master, deputy master, or clerk of this Corporation, for the time being, to conduct any one of Her Majesty's ships, you are to repair on board of her to take charge of her as pilot, and to continue such charge, according to the tenor of the said order.

2.—When you shall agree with the owner, commander or master of any merchant ship or vessel, or any agent, on the behalf of such, to take charge of her as pilot, according to the tenor of your warrant, you are to repair on board of her, and take charge of her, and to continue such charge according to the said agreement; subject, nevertheless, to all such orders as you shall receive from this Corporation from time to time.

3.—You are at all times to demean and behave yourself civilly and soberly in the execution of your office as pilot; as also to use your utmost care and diligence for the safe conduct of every ship which you may or shall be entrusted with the charge of: also, you are to use your utmost endeavours to prevent her doing damage to any other ship or vessel.

4.—You are not to alter your warrant, or suffer the same to be altered in any respect; neither are you to lend, give, or sell your branch or warrant to any person whatever, either to countenance his piloting of ships or vessels, or to prevent him being impressed into Her Majesty's service, or on any other account whatever.

5.—When you observe any alterations in any sands or channels, at the Bar Mouth of the River Tyne, the Middle Ground, or In-sand, or that any of the buoys or beacons belonging to this Trinity House are not truly placed, broke down, or driven away, you are strictly charged to send an account thereof to the clerk of this Corporation for the time being.

6.—You are at all times to obey any summons of this Corporation, commanding or requiring your attendance at the Trinity House, on the penalty of having your branch or warrant recalled, and declared to be null and void.

(By Command.)

Trinity House, Newcastle, *John Currie*, Secretary.

Nos. 2 & 3.—RETURN of the Names and Ages of all Pilots and Apprentices licensed or authorised to act by the Trinity House, *Newcastle-upon-Tyne*, and of all Pilots or Apprentices acting mediately or immediately under such Trinity House, whether so licensed or not, with the Service for which each Pilot or Apprentice is licensed; for the Year ending 31 December 1854.

No.	NAMES OF PILOTS.	Age.	Date of Licence.	Residence.
	INTO AND OUT OF SHIELDS HARBOUR:			
1	Thomas Chambers	74	5 July 1799	South Shields.
2	William Chambers	74	5 – –	
3	Robert Pearson	74	2 Mar. 1801	
4	Thomas Young, 1st	74	3 Oct. 1803	
5	John Harrison, 1st	70	3 Sept. 1804	
6	Thomas Hunter	66	5 Feb. 1807	
7	Thomas Heslop	66	5 – –	
8	James Matson	66	5 – –	
9	John Wright, 1st	65	5 – 1808	
10	Henry Robson	65	2 Mar. –	
11	Jacob Bone	66	12 Dec. –	
12	George Tindle, 1st	65	5 Feb. 1810	
13	Robert Tully, 1st	66	5 Mar. –	
14	Samuel Stewart	61	7 Sept. 1812	
15	Jacob Harrison, 1st	60	7 June 1813	
16	Andrew Purvis, 1st	60	12 Aug. –	
17	John Donkin	60	12 – –	
18	William Tully, 1st	59	4 June 1814	
19	John Marshall, 1st	59	5 Sept. –	
20	James Coates, 1st	58	3 April 1815	
21	John Milburn	57	2 Sept. –	
22	Jacob Burn	55	2 Feb. 1818	
23	James Burn	55	7 Dec. –	
24	James Morrison	54	1 Feb. 1819	
25	Smith Joseph	54	3 May –	
26	Elias Stephenson	53	7 Feb. 1820	
27	Thomas Young, 2d	53	3 April 1820	South Shields.
28	William Thurlbeck	53	4 Sept. –	
29	John M. Houlsby	53	6 Nov. –	
30	Martin Stephenson	52	5 Mar. 1821	
31	Ralph Burn	52	1 Oct. –	
32	Richard Purvis	51	4 Feb. 1822	
33	Richard Houlsby	51	6 Mar. 1823	
34	William F. Chambers, 2d	50	2 June –	
35	William Young, 1st	50	1 Sept. –	
36	Robert Chambers, 1st	50	2 Oct. –	
37	John Shotton	49	26 June 1824	
38	Thomas Young, 3d	49	6 Dec. –	
39	David Young	48	6 June 1825	
40	Henry Wright	48	7 Nov. –	
41	Gilbert Young	46	3 Jan. 1828	
42	Thomas Young, 4th	46	3 Mar. –	
43	Henry Stephenson	46	4 June –	
44	Robert Tynmouth	46	6 Oct. –	
45	Matthew L. Lawson	36	6 – –	
46	John Stephenson, 1st	46	2 Mar. 1829	
47	John Ramsay	46	6 July –	
48	John Harrison, 2d	46	7 Dec. –	
49	John Morrison	46	4 Oct. 1830	
50	John Chambers	46	7 Mar. 1831	
51	John Peat	46	7 Aug. –	
52	William Wright	40	5 Sept. –	

Into and Out of Shields Harbour—*continued.*

(*continued*)

Trinity House, Newcastle-upon-Tyne—*continued.*

No.	NAMES OF PILOTS.	Age.	Date of Licence.	Residence.
	Into and Out of Shields Harbour—*continued.*			
53	William Nevins	53	5 Sept. 1831	
54	James Purvis, 1st	56	7 May 1832	
55	John Martin	54	3 Dec. –	
56	James Fife	50	3 Jan. 1833	
57	Robert Greaves	53	2 Sept. –	
58	Thomas Wright	53	7 Oct. –	
59	Robert Wells	53	7 – –	
60	Henry Young, 1st	42	7 Jan. 1834	
61	George Tynmouth, 2d	42	4 Aug. –	
62	Alexander Bone	41	6 April 1835	
63	William Young, 2d	41	2 Nov. –	
64	Robert Purvis	41	7 Mar. 1836	
65	Ralph Phillips	41	2 May –	
66	George Burn	41	1 Aug. –	
67	Robert Young	41	4 Aug. –	
68	Robert Tully, 2d	41	2 Nov. –	
69	Henry Young, 2d	41	6 Feb. 1837	
70	Robert Bone, 1st	40	5 June –	
71	John Marshall	40	5 – –	
72	Richard Harrison	38	2 April 1838	
73	John C. Stevenson	40	4 June –	
74	Charles Pearson	49	2 July –	
75	James Young, 2d	38	2 – –	
76	John Bone	37	4 Mar. 1839	
77	George Phillips	37	6 May –	
78	Matthew Stevenson	37	6 – –	
79	Robert Phillips	37	6 – –	
80	Joseph Chambers	37	6 Aug. –	
81	James Chambers	37	6 – –	
82	James Blair, 2d	38	6 Nov. –	
83	Andrew Harrison	37	2 Dec. –	
84	Thomas Stevenson	39	3 Feb. 1840	
85	John S. Tindle	37	1 June –	
86	William Young, 3d	37	2 Sept. –	
87	Edward Grieves	37	7 Dec. –	
88	John Young	37	7 – –	
89	Andrew Purvis	37	7 – –	
90	Joseph Marshall	35	1 May 1841	
91	George Grieves	35	2 Aug. –	
92	Richard Stevenson	34	6 June 1842	
93	John Grieves, 1st	36	6 – –	
94	Benjamin Wright	35	6 – –	
95	Robert Blair	34	2 Aug. –	South Shields.
96	James Tindle	34	2 Dec. 1844	
97	Ralph Harrison	33	2 – –	
98	John Greaves, 2d	36	2 – –	
99	James Stevenson	33	30 Dec. 1845	
100	John Wright, 2d	33	3 Mar. –	
101	John Harrison, 3d	32	30 Dec. –	
102	Robert Milburn	33	30 – –	
103	Jacob Harrison	32	2 Aug. 1846	
104	William Blair	33	1 Feb. 1847	
105	John Hutchinson	36	6 Mar. 1848	
106	George H. Thurlbeck	32	6 Nov. –	
107	John E. Young	34	6 – –	
108	Robert Stephenson	33	6 June 1849	
109	William C. Stephenson	33	6 – –	
110	Robert Chambers, 2d	30	6 – –	
111	William Chambers, 3d	30	3 Jan. 1850	
112	George Young	32	3 – –	
113	Robert Wright	32	3 – –	
114	George Tindle	29	3 – –	
115	George Stephenson	31	3 – –	
116	Henry Hunt Tully	29	2 Dec. –	
117	Matthew Harrison	36	4 Sept. 1851	
118	Michael Purvis	34	4 – –	
119	John Hutchinson, 2d	43	4 – –	
121	Thomas Chambers	31	4 – –	
122	Thomas Young	31	29 Sept. –	
123	Robert Wm. Stephenson	29	29 – –	
124	John Wright, 2d	28	31 May 1852	
125	James E. Coats, 2d	29	31 – –	
126	John Peel	28	31 – –	
127	James Purvis	29	31 – –	
128	Launcelot Burn, 1st.	28	1 Nov. –	
129	Richard Purvis	28	1 – –	
130	Wm. H. Thurlbeck	28	6 Nov. 1854	
131	Ralph Shotton	30	6 – –	
132	Michael Davison Donkin	28	6 – –	
133	George Tindle	28	6 – –	
134	Ralph Tindle	30	6 – –	
135	Robert Ainsley Harrison	28	6 – –	
136	Thomas M. Houlsby	30	6 – –	
137	William Purvis	28	6 – –	
138	Robert Bone	29	6 – –	
139	John Nevins	25	6 – –	
140	Martin Purvis	27	6 – –	

No.	NAMES OF PILOTS.	Age.	Date of Licence.	Residence.
	Cullercoats—Into Shields Harbour:			
1	Andrew Scott	71	5 Aug. 1811	
2	Robert Taylor, 1st	77	1 Dec. 1823	
3	Francis Story, 1st	65	7 July 1824	
4	Robert Story	56	7 Feb. 1825	
5	James Pearson	75	3 Nov. 1828	
6	John Taylor	66	2 Feb. 1829	
7	William Storey, 1st	60	2 Mar. –	
8	Andrew Taylor	60	5 June 1833	
9	James Robinson	53	1 July –	
10	John Story, 2d	59	1 – –	
11	Robert Nicholson	57	2 Sept. –	
12	William Story, 2d	54	6 April 1835	
13	John Redford	47	7 Aug. 1837	
14	John Clark	36	3 April 1848	
16	Frances Story, 2d	44	3 – –	
17	William Stocks	34	3 – –	
18	John Taylor	40	3 – –	
	Acting Orders—South Shields:—Into and Out of Shields Harbour:			
1	John Purvis	33	5 Nov. 1849	
2	William Young	26	3 Jan. 1850	
3	John Stevenson, 3d	25	3 – –	
4	George Marshall	26	2 June 1851	
5	George Ayre	30	2 – –	
6	George Stephenson	42	2 Feb. 1852	
7	James Marshall	24	5 Apr. 1852	
8	Charles Pearson	23	5 – –	
9	Henry Burn	24	5 – –	
10	James Purvis	26	1 Nov. –	
11	Thomas Tindle	27	1 – –	
12	Ralph Burn	26	1 – –	
13	Joseph Stephenson	25	1 – –	South Shields.
14	Thomas Stephenson	24	6 Nov. 1854	
15	William Purvis	25	6 – –	
16	Septimus Blair	27	6 – –	
17	Charles Cleat	26	6 – –	
18	James Purvis, 2d	26	6 – –	
19	William Purvis	29	6 – –	
20	Gilbert Purvis	26	6 – –	
21	Richard Purvis	24	6 – –	
22	Launcelot Burn, 2d	25	6 – –	
23	Joseph T. H. A. Coates	25	6 – –	
25	John Taylor Tully	28	6 – –	
26	James Dickinson	29	6 – –	
	UP THE RIVER TYNE:			
1	Peter Knowles	65	4 Apr. 1808	
2	Archibold Bouchier	63	29 Dec. –	
3	John Bruce	67	4 Apr. 1814	
4	John Hall	59	4 – –	
5	Robert Davison	51	1 Sept. 1817	
6	Alexander Donkin	54	1 Sept. 1818	
7	Joseph Freeman, 1st	53	1 Sept. 1819	
8	Joseph Clarence	51	1 Sept. 1821	
9	William Wilson	52	1 – –	
10	Charles Stott	51	1 Sept. 1823	
11	James Watson	47	23 July 1825	
12	William Graham	46	23 July 1826	South Shields.
13	John E. Watson	47	3 Nov. 1824	
14	William Bedlington	43	7 Mar. 1836	
15	John H. Knowles	36	5 Feb. 1838	
16	Timothy Brown	47	2 Dec. 1839	
17	John Heron	52	9 Jan. 1840	
18	Joseph Freeman, 2d	33	9 – –	
19	Robert Freeman	29	7 Oct. 1844	
20	William Stott	27	1 Feb. 1847	
21	John Freeman	27	7 Feb. 1848	
22	Charles Stott	28	7 Mar. 1853	
23	Thomas Stott	28	7 – –	
	Acting Orders—Up the River Tyne:			
1	Thomas Stott	25	4 Jan. 1849	
2	Charles Stott	28	6 Dec. 1850	South Shields.
3	Joseph Freeman	22	7 Mar. 1853	
4	George Emmerson	24	7 – –	
	Down the River Tyne:			
1	John Caverhill	65	23 Mar. 1823	
2	Richard Harrison	68	23 – –	
3	Thomas Foster	55	7 July 1828	
4	George Robson	51	16 June 1831	Newcastle.
5	Moses Campbell	49	3 May –	
6	Thomas Brown	51	3 Apr. 1837	
7	William Blackett	48	3 – –	

TRINITY HOUSE, NEWCASTLE-UPON-TYNE—*continued.*

No.	NAMES OF PILOTS.	Age.	Date of Licence.	Residence.
	Down the River Tyne—*continued.*			
8	William Maxwell	47	3 Apr. 1837	Newcastle.
9	William Storey	46	3 – –	
10	Henry Coates	46	4 Nov. 1839	
11	William Laing	55	2 Jan. 1840	
12	Roger Lumsdon	62	2 Jan. 1812	Felling Shore.
13	Thomas Young	82	4 Oct. 1813	St. Anthony's.
14	John Moody	60	6 Nov. 1815	
15	Thomas Starport	61	27 Apr. 1823	Bill Point.
16	George Redhead	36	1 Oct. 1842	Wallsend.
17	Maitland Murday	62	2 Jan. 1832	
18	John Young	46	7 Mar. 1836	
19	Leonard Brown	38	3 Apr. 1837	Howdon.
20	William Blakey	73	6 Oct. 1816	
21	Thomas Wheldon	55	3 Dec. 1822	
22	Robert Hotter	50	3 Dec. 1823	
23	Martin S. Wheldon	55	3 Dec. 1827	
24	Thomas Forster	56	27 Sept. 1829	
25	John Morrison	34	7 Mar. 1840	
26	Allen Strachan	46	4 May 1835	
27	Ralph Donkin	51	7 Mar. 1840	
28	James Morton, 1st	59	7 – –	
29	Matthew Rutledge	34	3 Aug. –	
30	James Morrison	31	3 – –	
31	Robert Morrison	67	3 – –	
32	Matthew Morton	25	4 Mar. 1850	
33	Joseph P. Morton	34	6 Sept. 1841	
34	George Morrison	45	6 – –	
35	James Morton, 2d	30	4 Aug. 1845	
36	Richard Blakey	32	6 Mar. 1848	
37	Joseph Armstrong	52	6 – –	
38	John Dickenson	37	4 Jan. 1849	
39	Samuel Rutledge	25	7 Mar. –	
40	Henry Blakey	31	4 Mar. 1850	
41	John Hotter	32	2 Dec. –	
42	Anthony Redhead	32	7 Mar. 1853	Newcastle.
43	Henry Strachan	25	7 – –	
44	William Thos. Turnbull	24	5 Sept. –	Howdon.
45	Michael Wheldon	21	5 – –	
46	Joseph Blair	40	7 Nov. –	
47	Joseph Blackett	34	5 June 1854	Newcastle.
48	Peter Cree	35	5 – –	Bill Quay.
	ACTING ORDERS—DOWN THE RIVER TYNE:			
1	Anthony Redhead	31	4 Mar. 1850	Newcastle.
2	Richard Bonner Young	25	7 Mar. 1853	Howdon.
3	Isaac Blakey	29	3 Apr. 1854	Bill Quay.
4	Edward Lumsdon	21	– –	Felling Shore.
	SUNDERLAND:			
1	Burton Brown	78	12 Feb. 1812	Sunderland.
2	Michael Hall	75	12 – –	
3	Richard Dobson	75	6 Mar. 1815	
4	William Scott	65	6 – –	
5	William Brown	67	3 Mar. 1817	
6	Robert Campbell	67	1 Sept. –	
7	Thomas Hunter	57	6 Apr. 1818	
8	Thomas Potts	66	6 – –	
9	Jacob Wake	62	4 May –	
10	William Campbell	62	2 Mar –	
11	Thomas Scott, 1st	53	5 Aug. –	
12	George Welsh	65	2 Dec. –	
13	George Hopper	54	7 Apr. 1853	
14	Francis Welsh	59	7 – –	
15	Thomas S. Brown	53	7 July –	
16	James Potts	50	5 July 1824	
17	John Thurlbeck, 1st	50	4 July 1825	
18	George Wilson	65	4 – –	
19	Charles Donkin	55	6 Feb. 1826	
20	William Henry	55	6 Jan. 1827	
21	William Alder	51	5 Feb. –	
22	George Hall	49	3 Sept. –	
23	William Pattison	47	3 Nov. –	
24	George Brown	55	3 Nov. 1828	
25	Michael Thurlbeck, 2d	45	2 Mar. 1829	
26	William Liddle	57	1 June –	
27	Thomas Marshall	62	1 – –	
28	Thomas Watson	55	1 – –	
29	Richard Taylor	50	1 – –	
30	John Thurlbeck	45	3 Aug. –	
31	Richard H. Jobling	49	4 Oct. 1830	
32	William Jones	54	4 – –	
33	Henderson Brown	50	1 Aug. 1831	
34	Robinson Carter	59	7 Nov. –	
35	William T. Atkinson	50	6 Feb. 1832	
36	Edward Jobling	45	6 – –	
37	Edward Rowntree	54	4 June –	

No.	NAMES OF PILOTS.	Age.	Date of Licence.	Residence.
	Sunderland—*continued.*			
38	John Metcalf	57	1 Apr. 1833	Sunderland.
39	James Campbell	57	1 – –	
40	John Dodds	50	5 July –	
41	William Hunter	42	5 May 1834	
42	Burton Brown, 2d	44	5 – –	
43	Thomas Welsh	38	4 Apr. 1836	
44	Henry Rush	42	4 – –	
45	Edward Brown	47	5 June 1837	
46	Charles Elder	55	5 – –	
47	Thomas Brown	50	3 July –	
48	Henry Dodds	44	1 Jan. 1838	
49	Thomas Wrightson	48	1 – –	
50	William Allison	41	1 – –	
51	Michael Brass	40	7 May –	
52	Joseph Henry	43	7 – –	
53	William Watson, 1st	45	7 – –	
54	William Gibson	51	7 – –	
56	Thomas William Donkin	47	4 Mar. 1839	
57	Michael Thurlbeck, 2d	39	5 Aug. –	
58	John Lumsdon	48	5 – –	
59	George Clutterbuck	37	5 – –	
60	Anthony Anderson	59	2 Sept. –	
61	James S. Atkinson	39	2 – –	
62	William Jameson	57	2 – –	
63	John Elder	54	2 – –	
64	Thomas Rowell	46	2 – –	
65	William Gills	44	2 – –	
66	James Johnson	56	2 – –	
67	William Hall	51	2 – –	
68	Henry Kidney	54	4 Nov. –	
69	Michael Thurlbeck, 3d	38	1 June 1840	
70	John Hopper	36	1 – –	
71	John Brown	36	1 – –	
72	Michael Hall, 2d	38	1 – –	
73	Matthew Rush	38	1 – –	
74	Robert Thurlbeck	37	1 – –	
75	Thomas Scott	37	1 – –	
76	John Scott	37	1 – –	
77	Edward Morley	34	31 May 1841	
78	Francis Taylor	43	5 June 1843	
79	Robert Brown	38	5 – –	
80	William Wake	36	4 Mar. 1844	
81	William Scott	35	4 – –	
82	John Dobson	37	4 – –	
83	John Carter	36	4 – –	
84	George Scott	37	4 – –	
85	George Gibbs	49	4 – –	
86	John Smith	42	4 – –	
87	William Young	41	4 – –	
88	John Scott, 2d	34	4 – –	
89	John Jackson	43	4 – –	
90	Henry Donkin	46	4 – –	
91	Robert Parker	45	4 – –	
92	Thomas Sutton	42	4 – –	
93	James Davidson	58	4 – –	
94	Dixon Hall	53	4 – –	
95	Henry Jones	37	4 – –	
96	Thomas Bamborough	44	4 – –	
97	Thomas Wilson, 2d	50	4 – –	
98	William Milburn	60	4 – –	
99	George Metcalf	43	4 – –	
100	John Sanderson	43	4 – –	
101	William Watson	62	4 – –	
102	Michael Campbell	59	3 June 1845	
103	John Murley	37	6 Dec. 1847	
104	William Rowell	40	6 – –	
105	Matthew Donkin	41	5 June 1848	
106	William Welsh	38	5 – –	
107	George Donkin	35	5 – –	
108	George Hopper	34	5 – –	
109	Fairley Downs	43	5 – –	
110	Thomas Donkin	43	5 – –	
111	Francis Appleby	33	5 – –	
112	Edward Brown, 2d	31	5 Aug. 1850	
113	Edward Brown, 3d	25	5 – –	
114	James Liddle	26	5 – –	
115	John Donkin	34	5 – –	
116	Robert Lindsay	27	5 – –	
117	George R. Dodds	26	5 – –	
118	Matthew Wake	32	5 – –	
119	Edward Henry	43	17 Apr. 1851	
120	George Wilson	43	17 – –	
121	James Dixon	43	17 – –	
122	Thomas Potts	32	17 – –	
123	William Brown	30	17 – –	
124	Shadworth Brown	31	17 – –	
125	Robert Brown	32	17 – –	

(continued)

Trinity House, Newcastle-upon-Tyne—*continued.*

No.	NAMES OF PILOTS.	Age.	Date of Licence.	Residence.
	Sunderland—continued.			
126	Edward H. Scott	30	17 April 1851	
127	Alexander Campbell	29	17 – –	
128	John Henry	33	17 – –	
129	Robert Young	40	2 June –	
130	George Hunter	36	2 – –	
131	William Nell	41	2 – –	
132	Joseph Parker	42	2 – –	
133	Ratford Stafford	42	2 – –	
134	Richard Pallus	43	2 – –	
135	Thomas Jobling	49	31 May 1852	
136	Storm Thompson	61	4 Oct. –	
137	William Henry, jun.	26	4 July 1853	
138	George Dodds	32	4 – –	
139	William Brown	28	4 – –	
140	Richardson Gibbons	26	4 – –	Sunderland.
141	Thomas Campbell	35	4 – –	
142	Edward Brown	28	4 – –	
143	Robert Noble	26	4 – –	
144	William Wilson	26	4 – –	
145	Edward Morley	34	4 – –	
146	George Scott	24	6 Nov. 1854	
147	Paul Wayman	25	6 Feb. –	
148	James Turner	25	6 – –	
149	Thomas Wilson	27	6 – –	
150	William Davison	29	6 – –	
151	William Hopper	26	6 – –	
152	Henry Brown	25	6 – –	
153	Edward Brown	26	6 – –	
	SEAHAM HARBOUR:			
1	Thomas Ellemore, 1st	58	1 Mar. 1830	
2	Taylor Ellemore	55	7 Nov. 1831	
3	Francis Appleby	50	7 – –	
4	George Scott, 1st	48	2 June 1834	
5	Thomas Thurlbeck	69	2 – –	
6	John Scott	48	2 – –	
7	William Dobson	60	2 – –	
8	George Scott, 2d	64	2 – –	
9	John Harrison	59	2 – –	
10	Thomas Rush	48	2 Nov. 1835	
11	John Dobson	44	2 – –	
12	John Henry	59	5 June 1837	
13	Sion Henry	59	5 – –	
14	William Ellemore	36	7 Oct. 1839	
15	William Marshall	42	7 – –	
16	William Bruce	43	7 – –	
17	William Watson	36	1 Jan. 1840	
18	Thomas Ellemore, 2d	34	3 April 1843	
19	Walker Henry	33	2 June 1845	Seaham.
20	Morley Scott	32	6 Feb. 1846	
21	Robert Harrison	34	1 Mar. 1847	
22	Robert Moulder	47	6 Dec. –	
23	John Hudson	44	6 – –	
24	James Smith	43	6 – –	
25	James William Ellemore	29	6 Aug. 1849	
26	George Hay	34	3 Sept. –	
27	John Harrison	26	3 June 1850	
28	Robert Morrington	48	3 – –	
29	Frederick Quilter	42	3 – –	
30	Thomas Miller	39	3 – –	
31	John Crondice	26	3 – –	
32	Robinson Brown	26	2 Sept. –	
33	Thomas Renvely	28	5 May 1851	
34	John Thurlbeck	30	5 April 1852	
35	Michael Scott	24	6 June 1853	
36	James Mason Scott	26	6 Mar. 1854	
37	John Bruce	24	6 – –	
38	Ralph Renveley	24	3 April –	
	ACTING ORDERS—SEAHAM HARBOUR:			
1	Lyal Henry	24	7 Feb. 1853	
2	Appleby Ralph	25	7 Mar. –	
3	William Thomas Brown	23	2 May –	
4	Robert Stott	23	2 – –	Seaham.
5	Thomas Scott	22	7 Nov. –	
6	Michael Scott	20	5 June 1854	
7	John Dobson	20	5 – –	
	HARTLEPOOL:			
1	Thomas Watt, 1st	75	3 Oct. 1811	
2	Robert Hodgson, 1st	60	3 Oct. 1814	
3	Richard Pounder, 1st	70	7 July –	
4	Robert Hunter, M.	56	4 Dec. 1826	Hartlepool.
5	Richard Hodgson	55	4 – –	
6	John Shepherd	59	4 May 1827	

No.	NAMES OF PILOTS.	Age.	Date of Licence.	Residence.
	Hartlepool—continued.			
7	Thomas Pounder, 1st	60	5 April 1830	
8	John Brown	51	29 April 1831	
9	Matthew Horsley	58	1 July –	
10	John H. Robinson	47	9 July 1834	
11	Robert Pounder, 1st	54	4 May 1835	
12	John Horsley	58	4 – –	
13	Thomas Pounder, 2d	47	4 – –	
14	Michael Denton	55	4 – –	
15	William Spence	51	4 – –	
16	Robert Pounder, 2d	47	4 – –	
17	John Shepherd, 2d	50	4 – –	
18	Joseph Snowdon	55	4 – –	
19	Thomas Watt, 2d	43	5 Oct. –	
20	George Horsley	51	5 Oct. 1837	
21	Richard Sharp	50	25 Feb. 1840	
22	John Pounder, 1st	51	25 – –	
23	Maddison Horsley	44	25 – –	
24	Thomas Couper	39	2 Mar. –	
25	John D. Watt	39	2 – –	
26	Robert Spence	47	2 – –	
27	Johnston Bougey	48	2 – –	
28	Thornton Bulmer	47	2 – –	
29	Michael Snowdon	38	4 July 1842	
30	Thomas Pounder, 3d	40	4 – –	
31	James Pounder, 1st	36	4 – –	
32	Robert Hodgson	33	3 Mar. 1845	
33	William Hodgson	34	3 – –	
34	William Watt	34	3 – –	
35	Francis Bougey	37	3 – –	
36	John Pounder, 2d	54	5 April –	Hartlepool.
37	William Hodgson, 2d	31	5 – –	
38	Robert Hunter	33	5 – –	
39	Francis Watt	32	5 Oct. 1836	
40	Archbold Hunter	46	5 – –	
41	George Davison	43	5 – –	
42	Richard Pounder, 2d	31	5 April 1849	
43	Thomas Horsley, 1st	47	5 – –	
44	Cuthbert Snowdon	39	6 Feb. 1853	
45	John Hodgson	31	6 – –	
46	Peter Watt	33	6 – –	
47	Thomas Horsley, 2d	28	4 Aug. 1851	
48	Thomas Pounder, 4th	30	4 – –	
49	William Sharpe	29	5 April 1852	
50	Thomas Hodgson	30	5 – –	
51	Matthew Lamb	29	5 – –	
52	Cuthbert Coulson	29	2 Aug. –	
53	William Pounder	26	2 – –	
54	Richard Robinson	30	2 – –	
55	Thomas Pounder	30	2 – –	
56	William Coulson	27	2 – –	
57	Thomas Hunter	33	2 – –	
58	Miles Robson	28	2 – –	
59	Matthew Hunter	36	2 – –	
60	William Houlsby	38	2 – –	
61	Robert Bougey	36	2 – –	
62	John Snowdon Robson	26	2 – –	
63	James Harrison	26	5 Sept. 1853	
	ACTING ORDERS—HARTLEPOOL:			
1	Thomas Watt	30	5 Sept. 1853	
2	Richard Hunter	25	5 – –	
3	Bartholomew Huntridge	28	5 – –	
4	John Horsley	25	5 – –	
5	John Pounder	28	5 – –	
6	Selvey Bougey	25	5 – –	
7	Robert Pounder	24	7 Nov. –	
8	William Hood	25	7 – –	Hartlepool.
9	Robert Booth	22	7 – –	
10	Cuthbert Hodgson	22	1 May 1854	
11	John Horsley	21	1 – –	
12	George Horsley	23	1 – –	
13	Thomas Horsley	24	1 – –	
14	George Horsley	22	1 – –	
	HARTLEPOOL HARBOUR AND WEST DOCKS:			
1	John Appleby	33	5 Oct. 1846	
2	William Hood	31	5 – –	
3	Henry Rowntree	39	1 Mar. 1847	
4	Cuthbert Coulson	32	1 – –	
5	Thomas Hood	52	1 – –	
6	John Rowntree	45	1 – –	Hartlepool.
7	Cuthbert Pounder	54	1 – –	
8	Michael Coulson	42	1 – –	
9	Jacob Hood	42	1 – –	
10	Richard Coulson	34	1 – –	

TRINITY HOUSE, NEWCASTLE-UPON-TYNE—*continued.*

No.	NAMES OF PILOTS.	Age.	Date of Licence.	Residence.
	Hartlepool Harbour and West Docks—*continued.*			
11	Richard Coulson, 2d	52	1 Mar. 1847	
12	Robert Burn	35	5 April –	
13	William Hastings	38	5 – –	
14	Robert Horsley	34	5 – –	
15	David Moor	45	5 – –	
16	John Ansan	43	5 – –	
17	Robert Davison	35	5 – –	
18	Joseph Robinson	47	5 – –	
19	John Coulson	47	5 – –	
20	Henry C. Hood	41	6 Aug. 1849	
21	John C. Hood	41	6 – –	
22	Thomas Hodgson	33	4 Mar. 1850	
23	Robert Storrows	28	4 – –	Hartlepool.
24	John Marshall	48	2 Feb. 1852	
25	John Coulson	40	5 July –	
26	Matthew Pounder	28	2 Aug. –	
27	Eden Harrison	28	2 – –	
28	Robert Hodgson	28	2 – –	
29	John Pounder, 2d	26	6 Feb. 1854	
30	John Wood	36	6 Mar. –	
31	Jonathan Pounder	29	3 July –	
32	Robert Horsley	28	3 – –	
33	James Pounder, 3d	36	3 – –	
34	John Pounder, 3d	33	3 – –	
35	Richard Clark	32	7 Aug. –	
	ACTING ORDERS—HARTLEPOOL HARBOUR AND WEST DOCKS:			
1	Michael Smilt Coulson	25	Nov. 1852	Hartlepool.
2	Chapman Bulmer	21	3 July 1854	
	TEES:			
1	George Robinson	64	21 Oct. 1825	
2	John Denny	62	2 April 1827	
3	John Hall	61	3 – 1831	
4	Henry Guy	67	5 Sept. –	
5	George Allen	62	5 – –	
6	Slater Potts	60	3 Oct. –	
7	William Burnich	62	7 Nov. –	
8	Robert Clark	58	7 – –	
9	John Upton	54	4 Mar. 1833	Redcar.
10	Andrew Ditchburn	60	2 Dec. –	
11	Robert Sheldon	60	7 July 1834	
12	Joseph Carter	59	5 Dec. 1836	
13	Henry Sheldon	56	6 Feb. 1837	
14	George Clark	58	1 June –	
15	John Dixon	50	11 Dec. 1838	
16	Matthew E. Clark	32	5 April 1847	
17	William Burnicle, 2d	27	1 Jan. 1849	
18	William Dixon	29	1 Oct. –	
19	Robert Cass	28	1 Mar. 1854	
20	Robert Sheldon	30	1 – –	Stockton.
21	John Wilson	29	1 – –	
	TEES—*continued.*			
1	John Lister	61	1 Jan. 1828	
2	William Hood	60	1 Jan. 1818	
3	John Litchgo	51	1 Jan. 1828	
4	William Brown	57	6 June 1831	Seaton Carew.
5	Robert Bulmer	42	2 Jan. 1840	
6	Robert Hood	43	2 Oct. 1843	
	SEATON CAREW—ACTING ORDERS:			
1	Matthew Lamb	35	13 Feb. 1850	Seaton.
2	Thomas Lister	19	3 April 1854	Stockton.
	TEES—*continued.*			
1	Matthew Coverdale	65	9 July 1839	Port Clarence.
2	John Lister	50	1 Dec. 1828	
3	John Donkin	45	1 June 1830	
4	John Muirhead	57	11 May 1841	
5	William Brown	51	1 Aug. –	
6	George Dunkin	48	6 June 1836	Middlesbro'.
7	William Burnicle	48	21 Nov. –	
8	Richard Haddock	51	18 Sept. 1847	
9	William Davison	41	1 Mar. 1839	
10	Alexander Donkin	36	5 May 1845	
11	Mark Davison	35	5 – –	
12	John Dalton	49	3 Oct. 1831	
13	Thomas Sheraton	59	7 Nov. 1835	
14	William Allison	64	7 – –	
15	Robert Lister	48	7 Sept. –	
16	William Donkin	29	5 April 1842	Stockton.
17	Charles C. Donkin	29	6 Aug. 1849	
18	James Finlay	45	3 April 1854	
19	Charles Winspers	43	3 – –	

No.	NAMES OF PILOTS.	Age.	Date of Licence.	Residence.
	WHITBY:			
1	William Douglass	65	7 Mar. 1814	
2	Henry Hodgson	57	1 Dec. 1823	
3	Thomas Douglass	51	7 Feb. 1825	
4	John Walker	57	3 April 1829	
5	Robert Wilson	51	3 Jan. 1833	
6	James Jameson	49	7 Mar. 1814	
7	William Bilton	58	1 Dec. 1823	
8	Thomas Richardson	54	2 Feb. 1825	Whitby.
9	William Potts	48	3 April 1829	
10	Thomas Hodgson	48	3 Jan. 1833	
11	Matthew Giles	48	7 Oct. –	
12	John Douglas	36	5 May 1834	
13	John Cars	38	7 July –	
14	Thomas Thompson	58	1 Sept. –	
	ACTING ORDERS—WHITBY:			
1	Jackson Noble	54	2 Aug. 1847	Whitby.
	BLYTH:			
1	Thomas Redford	70	9 Feb. 1810	
2	Thomas Pattison	72	5 Nov. 1821	
3	John Stephenson	61	5 Nov. 1827	
4	Anthony Potts	73	5 – –	
5	James Redford	60	5 – –	
6	Robert Burn	60	5 – –	
7	William Short	60	4 Feb. 1828	
8	William Redford, 1st	58	1 Aug. 1831	
9	Cuthbert Short	54	1 April 1833	
10	Matthew Burn	49	5 June 1837	
11	John Burn	36	6 April 1842	Blyth.
12	John Twizzell	41	6 – –	
13	Marshall Purvis	39	6 – –	
14	William Redford, 2d	34	1 Feb. 1847	
15	Jasper Tate	46	1 – –	
16	Thomas Dalmahoy	50	4 Oct. 1847	
17	John Brown	46	4 – –	
18	William Chambers	51	1 Nov. –	
19	William Armstrong	36	3 July –	
20	Thomas Redford, 2d	44	7 Aug. 1848	
21	Thomes Short	35	9 Jan. 1849	
	HARTLEY HARBOUR:			
1	William Elder	60	5 Feb. 1827	
2	Matthew Harrison	61	7 May –	Hartley.
3	Thomas Winship	56	6 July 1840	
4	Matthew Fowler	60	3 Aug. –	
	WARKWORTH HARBOURS:			
1	Ralph Dawson	53	4 Sept. 1837	
2	John Matthews	45	1 Sept. 1838	
3	John Norman	42	1 Aug. 1842	
4	Andrew F. Taylor	49	3 April 1843	
5	James Dennis	27	5 Feb. 1849	Warkworth.
6	William Turnbull	54	5 Oct. –	
7	George Robinson	46	3 June 1850	
8	John Matthews	26	7 April 1851	
9	Robert Matthews	27	6 June 1853	
	ALNMOUTH:			
1	Hunter Taylor	58	2 Jan. 1834	
2	William Richardson	58	20 Feb. –	
3	George Robinson	52	14 April 1837	Alnmouth.
4	William Stephenson	56	6 Mar. 1838	
5	William Stanton	45	7 Oct. 1850	
	NORTH SUNDERLAND:			
1	William Walker	59	June 1826	
2	Thomas Walker, 1st	59	– –	
3	Thomas Walker, 2d	53	– –	
4	George Cuthbertson	56	1 Aug. 1836	
5	William Robson	51	6 Nov. 1838	North Sunderland.
6	Michael Robson	51	1 Jan. 1839	
7	George Norris	49	7 July 1842	
8	Robert Cuthbertson	36	1 April 1841	
9	James Robson	36	2 Mar. 1846	
10	John Hall	55	7 Sept. 1841	Beadnall.

(*continued*)

Trinity House, Newcastle-upon-Tyne—*continued.*

No.	NAMES OF PILOTS.	Age.	Date of Licence.	Residence.
	HOLY ISLAND:			
1	James Wilson, 1st	75	6 June 1799	Holy Island.
2	Thomas Walker, 1st	69	8 June 1803	
3	William Rankin	64	4 Dec. 1809	
4	James Allen, 1st	73	14 Dec. 1810	
5	William Allen	59	5 Dec. 1814	
6	Thomas Shell	65	6 Sept. –	
7	Adam Shell	59	5 Dec. –	
8	John Gray	58	6 Mar. 1815	
9	John Breadnell	58	5 May 1817	
10	Ralph Allison	64	3 Mar. –	
11	Alexander Wilson	57	3 – –	
12	William Wilson	58	7 Feb. 1820	
13	Thomas Cromarty	54	1 May –	
14	George Smith	56	2 Oct. 1825	
15	Matthew Cromarty	55	3 July 1826	
16	William Walker	54	7 Aug. –	
17	Thomas Allen, 2d	47	7 – –	
18	Alexander Rankin	51	7 – –	
19	Peter Smith	49	7 – –	
20	John Cromarty	51	5 Nov. 1827	
21	Ralph Wilson, 1st	70	2 Mar. 1829	
22	Ralph Wilson, 2d	46	7 Aug. –	
23	Robert Smith	50	1 Nov. 1830	
24	James Wilson	44	3 Sept. 1832	
25	William Smith	45	5 Oct. 1835	
26	Bartholomew Stephenson	44	7 Nov. 1836	
27	James Allen, 2d	35	16 July 1840	
28	William Walker	43	2 Nov. –	
29	George Allison	40	2 – –	
30	Thomas Walker, 2d	39	2 – –	
31	John Breadnell	31	4 Aug. 1845	
32	George Markwell	33	4 Dec. 1848	
33	Samuel Wilson	29	4 Dec. 1848	Holy Island.
34	George Markwell, 2d	54	1 May 1820	
35	Thomas Shell, 2d	29	5 Nov. 1839	
36	James Lilburn	28	3 Apr. 1854	
	ACTING ORDERS—HOLY ISLAND:			
1	Benjamin Ryle	30	7 Oct. 1850	Holy Island.
2	George Lilburn	30	2 Dec. –	
	NORTH SEA AND EAST COAST OF ENGLAND:			
1	John Marwood	80	11 Jan. 1831	North Shields.
2	Robert Blackburn	65	13 Nov. 1832	
3	Anthony Wilkins	52	3 Jan. 1839	
4	Andrew Moor	60	7 Dec. 1841	
5	Thomas Winherm	53	3 Mar. 1845	
6	Joseph Kirkup	55	2 Feb. 1846	
7	John Wheldon	60	3 May 1847	
8	John Brock	48	6 May –	
9	John Leask	41	1 July –	
10	James Leighton	57	7 Apr. 1851	
11	George Newbold	54	6 Sept. 1852	
12	John Hodson	59	6 – –	Sunderland.
13	James Muffutt	44	4 Oct. –	Hartlepool.
14	Ralph Wrighton	45	28 Jan. 1853	Sunderland.
15	James Crule	44	4 Apr. –	
16	John Corbett	48	2 May –	North Shields.
17	Edmund Temperley	46	8 Aug. –	Sunderland.
18	Edward Watson Grey	41	6 Mar. 1854	South Shields.
19	John M'Donald	44	2 Oct. –	Newcastle.
20	William Stamcup	38	2 – –	South Shields.
21	Edward Kirkup	48	4 Dec. –	

RECAPITULATION.

	Number of Pilots.
Into and out of Shields Harbour	140
Cullercoats, into Shields Harbour	18
Acting Orders.—South Shields, into and out of Shields Harbour	26
Up the River Tyne	23
Acting Orders.—Up the River Tyne	4
Down the River Tyne	48
Acting Orders.—Down the River Tyne	4
Sunderland	153
Seaham Harbour	38
Acting Orders.—Seaham Harbour	7
Hartlepool	63
Acting Orders.—Hartlepool	14
Hartlepool Harbour and West Docks	35
Acting Orders.—Hartlepool Harbour and West Docks	2
Tees	21
Tees	6
Seaton Carew	2
Tees	19
Whitby	14
Acting Orders.—Whitby	1
Blyth	21
Hartley	4
Warkworth	9
Alnmouth	5
North Sunderland	10
Holy Island	36
Acting Orders.—Holy Island	2
North Sea, &c.	21
TOTAL	746

TRINITY HOUSE, NEWCASTLE-UPON-TYNE—*continued.*

No. 4.—RETURN of the RATES of PILOTAGE now in force, including the Rates and Descriptions of all Charges upon Shipping made for or in respect of Pilots or Pilotage at the Port of *Newcastle* and under-mentioned Ports; for the Year ending 31 December 1854.

Newcastle.—For piloting from Newcastle to North Shields, 1*s.* 6*d.* per foot, and from Bill Point on the river, 1*s.* per foot.

Shields.—For piloting into and out of Shields Harbour between the 1st of April and 1st of October, 1*s.* 3*d.* per foot; and between the 1st day of October and the 1st day of April, pilotage 1*s.* 6*d.* per foot.

Sunderland.—For piloting into and out of Sunderland, ditto, ditto, as above.

Seaham.—For piloting into and out of Seaham - - ditto, ditto - ditto.

Hartlepool.—For piloting into and out of the two Hartlepools, ditto, ditto.

Stockton.—For piloting into and out of the Port of Stockton-on-Tees, &c.
For piloting from sea into the Tees, and *vice versâ*, from the 1st day of April until 1st day of October, 1*s.* 3*d.* per foot; and from the 1st day of October to the 1st day of April, 1*s.* 6*d.* per foot.
Stockton River pilotage, 1*s.* 6*d.* per foot at all times.

Whitby.—For piloting from sea to Whitby, from 1st day of April to the 1st day of October, 1*s.* 3*d.* per foot.
Between the 1st day of October and the 1st day of April, pilotage 1*s.* 6*d.* per foot.

Blyth.—Ditto - - - - - - - - - ditto - - - - - - as above.

Warkworth.—Ditto - - - - - - - ditto - - - - - - - ditto.

Alnmouth, and other minor ports, the same.

North Sea and East Coast as agreed for.

No. 5.—RETURN of the TOTAL AMOUNT received for PILOTAGE of VESSELS Into and Out of the Ports under the Jurisdiction of the Trinity House of *Newcastle-upon-Tyne*, distinguishing the Amounts received from British Vessels and from Foreign Vessels respectively, and the several Amounts received in respect of Vessels paying different Rates of Pilotage, and the several Amounts received for the several Classes of Service rendered by Pilots, together with the Number of the Vessels of each of the Classes paying such Amounts as aforesaid; for the Year ending 31 December 1854.

(1.)—INWARDS.

DISTANCES for which PILOTED, According to the different Distances in the Scale of Rates.		BRITISH VESSELS.				FOREIGN VESSELS.				TOTAL.	
		COASTERS.		OVERSEA.		PRIVILEGED.		UNPRIVILEGED.			
From.	To.	No. of Vessels.	Amount.	No. of Vessels.	Amount.	No. of Vessels.	Amount.	No. of Vessels.	Amount.	No. of Vessels.	Amounts.
			£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
Sea - -	Shields - -	5,419	3,199 12 7	836	524 - 3	2,998	1,713 7 9	2	1 13 3	9,255	5,438 13 10
Shields	Newcastle -	691	425 11 3	147	118 4 9	2,602	1,307 8 6	9	7 17 -	3,449	1,859 1 6
Sea - -	Sunderland -	4,145	3,157 5 2	166	117 8 10	749	698 2 3	17	18 4 9	5,077	3,991 1 -
Sea - -	Seaham - -	2,423	1,536 18 7	38	44 1 9	199	117 4 -	- - -	- - -	2,660	1,698 4 4
Sea - -	Hartlepool -	2,323	1,542 3 3	45	38 7 3	1,044	643 6 11	15	7 8 -	3,427	2,231 5 5
Sea - -	Hartlepool West Docks.	1,790	1,206 7 1	119	74 17 10	382	254 13 1	5	3 - 6	2,296	1,538 18 6
Sea - -	Middlesbro' -	153	156 9 8	21	22 19 1	281	222 17 4	3	1 3 3	458	403 9 4
Sea - -	Stockton - -	28	20 19 -	4	4 1 9	112	88 10 7	3	1 14 6	147	115 5 10
Sea - -	Whitby - -	625	373 3 5	6	6 4 9	10	8 12 -	- - -	- - -	681	388 - 2
Sea - -	Blyth - -	571	355 7 8	93	79 4 -	210	147 13 2	1	- 19 -	875	583 3 10
Sea - -	Warkworth -	57	19 2 8	- -	- - -	15	5 13 8	- - -	- - -	72	24 16 4
Sea - -	North Sunderland	67	39 - -	2	1 8 1	- -	- - -	- - -	- - -	69	40 8 1
Sea - -	Seaton Sluice -	54	15 13 7	- -	- - -	- -	- - -	- -	- - -	54	15 13 7
Sea - -	Alnmouth -	21	10 15 6	2	1 13 9	- -	- - -	- -	- - -	23	12 9 3
Sea - -	North Sea and East Coast.	—	—	—	—	—	—	—	—	—	—
Sea - -	Holy Island -	161	121 5 -	- -	- - -	2	1 4 6	2	1 1 6	165	123 11 -
		18,568	12,179 14 5	1,479	1,032 12 1	8,604	5,208 13 9	57	43 1 9	28,708	18,464 2 -

TOTAL NUMBER of BRITISH and FOREIGN VESSELS piloted into the above Ports.

VESSELS.	No. of Vessels.	TOTAL PILOTAGE.
		£. s. d.
English - - - - - - - - -	20,047	13,212 6 6
Foreign - - - - - - - - -	8,661	5,251 15 6
TOTAL - - -	28,708	18,464 2 -

TRINITY HOUSE, NEWCASTLE-UPON-TYNE—*continued.*

(2.)—OUTWARDS.

DISTANCES for which PILOTED, According to the different Distances in the Scale of Rates.		BRITISH VESSELS.				FOREIGN VESSELS.				TOTAL.	
		COASTERS.		OVERSEA.		PRIVILEGED.		UNPRIVILEGED.			
From.	To.	No. of Vessels.	Amount.	No. of Vessels.	Amount.	No. of Vessels.	Amount.	No. of Vessels.	Amount.	No. of Vessels.	Amounts.
			£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
Newcastle	Shields	1,582	1,134 1 6	657	472 3 9	2,609	1,288 7 3	92	78 8 6	4,940	2,973 1 –
Shields	Sea	5,308	4,634 3 6	2,048	1,978 18 5	3,152	2,412 11 3	142	152 3 3	10,650	9,177 16 5
Sunderland	Sea	3,420	2,711 10 10	195	178 11 –	501	482 10 7	2	1 16 –	4,118	3,374 8 5
Seaham	Sea	2,347	2,028 16 7	22	27 11 9	202	153 5 6	1	– 10 –	2,572	2,210 3 10
Hartlepool	Sea	2,068	1,830 2 –	38	35 10 –	864	688 1 6	12	9 10 6	2,982	2,563 4 –
Hartlepool West Docks.	Sea	1,420	1,261 8 10	153	144 17 6	260	217 19 10	6	5 13 6	1,839	1,629 19 8
Middlesbro'	Sea	226	239 18 4	29	32 – 2	295	247 15 8	4	3 9 5	554	523 3 7
Stockton	Sea	37	32 1 6	4	3 17 9	76	49 14 6	3	1 10 –	120	87 3 9
Whitby	Sea	455	255 14 1	2	1 3 9	3	3 3 9	–	– – –	460	269 1 7
Blyth	Sea	552	453 15 –	121	131 7 9	207	165 6 10	2	1 19 4	882	752 8 11
Warkworth	Sea	57	43 9 1	–	– – –	14	9 7 10	–	– – –	71	52 16 11
North Sunderland	Sea	67	33 18 3	–	– – –	–	– – –	–	– – –	67	33 18 3
Seaton Sluice	Sea	54	31 7 2	–	– – –	–	– – –	–	– – –	54	31 7 2
Alnmouth	Sea	18	6 15 6	–	– – –	–	– – –	–	– – –	18	6 15 6
North Sea and East Coast.	Sea	29	234 – –	37	248 10 –	4	33 – –	5	26 8 –	75	541 18 –
Holy Island	Sea	116	70 6 6	–	– – –	–	– – –	3	1 15 9	119	72 2 3
		17,756	15,001 8 8	3,306	3,254 11 10	8,187	5,751 4 6	272	283 4 3	29,521	24,290 9 3

TOTAL NUMBER of BRITISH and FOREIGN VESSELS piloted out of the above Ports.

VESSELS.	No. of Vessels.	TOTAL PILOTAGE.
		£. s. d.
English	21,062	18,256 – 6
Foreign	8,459	6,034 8 9
TOTAL	29,521	24,290 9 3

With very few exceptions, all British and Foreign Vessels are towed into and out of the different ports in this list, and under the jurisdiction of the Trinity House, Newcastle, without any deduction from the low charge of the pilotage rates.

It is not compulsory for British and Foreign Ships to take pilots according to the local Act, by which the pilots are licensed; the latter being privileged by treaties of reciprocity.

NEWCASTLE-UPON-TYNE.

No. 6. (1.)—ACCOUNT of the RECEIPT and EXPENDITURE of all MONIES received by or on behalf of the Pilotage Commissioners of the Port of *Newcastle-upon-Tyne*, in respect of Pilots or Pilotage; for the Year ending 31 December 1854.

Dr.	£. s. d.	*Cr.*	£. s. d.
To amount of fees received from applicants for licences and certificates	4 13 –	By amount paid for salaries of secretary, clerk, and other officers	383 10 –
To amount received for fines and forfeitures	3 5 –	By amount paid for rent of offices, &c.	103 16 3
To gross amount received for inward pilotage	235 8 6	By amount paid for or in respect of pilot boats	6 12 6
To gross amount received for outward pilotage	235 8 6	By amount paid for pensions or superannuations	40 10 –
To balance paid by Trinity House and carried to next account	55 13 9		
£.	534 8 9	£.	534 8 9

TRINITY HOUSE, NEWCASTLE-UPON-TYNE—*continued.*

SHIELDS.

No. 6. (2.)—ACCOUNT of the RECEIPT and EXPENDITURE of all MONIES received by or on behalf of the Pilotage Commissioners of the Port of *Shields*, in respect of Pilots or Pilotage; for the Year ending 31 December 1854.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
To amount of fees received from applicants for licences and certificates	25	–	–	By amount paid for salaries of secretary, clerk, and other officers	204	11	–
To gross amount received for inward pilotage	296	16	7½	By amount paid for rent of offices, &c.	28	15	10
To gross amount received for outward pilotage	296	16	7½	By amount paid for or in respect of pilot-boats, buoys, &c.	5	–	–
				By amount paid for pensions or super-annuations	375	18	–
				By amount paid to Shields Pilots' Fund	1	16	5
				By amount paid for returned licences and certificates	2	12	–
£.	618	13	3	£.	618	13	3

SUNDERLAND.

No. 6. (3.)—ACCOUNT of the RECEIPT and EXPENDITURE of all MONIES received by or on behalf of the Pilotage Commissioners of the Port of *Sunderland*, in respect of Pilots or Pilotage; for the Year ending 31 December 1854.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
To amount of fees received from applicants for licences and certificates	91	10	–	By amount paid for salaries of secretary, clerk, and other officers	72	–	–
To amount received from Sunderland Pilots' Fund	27	–	–	By amount paid for rent of offices, &c.	4	–	–
To balance paid by Trinity House, and carried to next account	12	6	3	By amount paid for returned licences and certificates	4	6	3
				Amount paid to Sunderland Pilots' Fund	50	10	–
£.	130	16	3	£.	130	16	3

NORTH SUNDERLAND.

No. 6. (4.)—ACCOUNT of the RECEIPT and EXPENDITURE of all MONIES received by or on behalf of the Pilotage Commissioners of the Port of *North Sunderland*, in respect of Pilots or Pilotage; for the Year ending 31 December 1854.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
To amount of fees received from applicants for licences and certificates	2	–	–	By amount paid for salaries of secretary, clerk, and other officers	5	–	6
To balance paid by Trinity House, and carried to next account	5	–	6	By amount paid to North Sunderland Pilots' Fund	2	–	–
£.	7	–	6	£.	7	–	6

SEAHAM.

No. 6. (5.)—ACCOUNT of the RECEIPT and EXPENDITURE of all MONIES received by or on behalf of the Pilotage Commissioners of the Port of *Seaham*, in respect of Pilots or Pilotage; for the Year ending 31 December 1854.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
To balance brought from last account	27	–	–	By amount paid for salaries of secretary, clerk, and other officers	16	17	–
To amount received from Seaham Pilots' Fund	7	17	6	By amount paid to Seaham Pilots' Fund	12	11	6
				By balance carried to next account	5	9	–
£.	34	17	6	£.	34	17	6

TRINITY HOUSE, NEWCASTLE-UPON-TYNE—*continued.*

HARTLEPOOL.

No. 6. (6.)—ACCOUNT of the RECEIPT and EXPENDITURE of all MONIES received by or on behalf of the Pilotage Commissioners of the Port of *Hartlepool*, in respect of Pilots or Pilotage; for the Year ending 31 December 1854.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
To amount of fees received from applicants for licences and certificates	40	–	–	By amount paid for salaries of secretary, clerk, and other officers	20	–	–
				By amount paid to Hartlepool Pilots' Fund	20	–	–
£.	40	–	–	£.	40	–	–

WEST HARTLEPOOL.

No. 6. (7.)—ACCOUNT of the RECEIPT and EXPENDITURE of all MONIES received by or on behalf of the Pilotage Commissioners of the Port of *West Hartlepool*, in respect of Pilots or Pilotage; for the Year ending 31 December 1854.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
To amount of fees received from applicants for licences and certificates	34	3	–	By amount paid for salaries of secretary, clerk, and other officers	22	8	–
To amount received from West Hartlepool pilots' fund	10	–	–	By amount paid for rent of offices, &c.	1	–	–
To balance paid by Trinity House, and carried to next account	19	14	3	By amount paid for pensions or superannuations	20	10	–
				By amount paid for returned licences and certificates	1	1	3
				By amount paid to West Hartlepool Pilots' Fund	18	18	–
£.	63	17	3	£.	63	17	3

STOCKTON.

No. 6. (8.)—ACCOUNT of the RECEIPT and EXPENDITURE of all MONIES received by or on behalf of the Pilotage Commissioners of the Port of *Stockton*, in respect of Pilots or Pilotage; for the Year ending 31 December 1854.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
To amount of fees received from applicants for licences and certificates	10	5	–	By amount paid for salaries of secretary, clerk, and other officers	1	8	–
				By balance carried to next account	8	17	–
£.	10	5	–	£.	10	5	–

WHITBY.

No. 6. (9.)—ACCOUNT of the RECEIPT and EXPENDITURE of all MONIES received by or on behalf of the Pilotage Commissioners of the Port of *Whitby*, in respect of Pilots or Pilotage; for the Year ending 31 December 1854.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
To balance paid by Trinity House and carried to next account	20	5	6	By amount paid for salaries of secretary, clerk, and other officers	20	5	6

TRINITY HOUSE, NEWCASTLE-UPON-TYNE—*continued.*

BLYTH.

No. 6. (10.)—ACCOUNT of the RECEIPT and EXPENDITURE of all MONIES received by or on behalf of the Pilotage Commissioners of the Port of *Blyth*, in respect of Pilots or Pilotage; for the Year ending 31 December 1854.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
To balance paid by Trinity House and carried to next account	18	15	9	By amount paid for rent of offices, &c.	–	13	9
				By amount paid for pensions or superannuations	18	2	–
£.	18	15	9	£.	18	15	9

WARKWORTH.

No. 6. (11.)—ACCOUNT of the RECEIPT and EXPENDITURE of all MONIES received by or on behalf of the Pilotage Commissioners of the Port of *Warkworth*, in respect of Pilots or Pilotage; for the Year ending 31 December 1854.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
To amount of fees received from applicants for licences and certificates	2	5	–	By amount paid for salaries of secretary, clerk, and other officers	5	–	–
To balance paid by Trinity House, and carried to next account	5	–	–	By amount paid to Warkworth Pilots' Fund	2	5	–
£.	7	5	–	£.	7	5	–

NORTH SEA AND EAST COAST.

No. 6. (12.)—ACCOUNT of the RECEIPT and EXPENDITURE of all MONIES received by or on behalf of the Pilotage Commissioners of the *North Sea* and *East Coast*, in respect of Pilots or Pilotage; for the Year ending 31 December 1854.

Dr.	£.	s.	d.	*Cr.*	£.	s.
To amount of fees received from applicants for licences and certificates	8	–	–	By amount paid for salaries of secretary, clerk, and other officers	1	7 6
				By balance carried to next account	6	12 6
£.	8	–	–	£.	8	– –

HOLY ISLAND.

No. 6. (13.)—ACCOUNT of the RECEIPT and EXPENDITURE of all MONIES received by or on behalf of the Pilotage Commissioners of the Port of *Holy Island*, in respect of Pilots or Pilotage; for the Year ending 31 December 1854.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
To amount of fees received from applicants for licences and certificates	11	15	–	By amount paid for salaries of secretary, clerk, and other officers	20	5	–
To balance paid by Trinity House, and carried to next account	8	10	–				
£.	20	5	–	£.	20	5	–

23 January 1855. *William Bell*, Secretary or Clerk.

SCOTLAND.

PORT OF ABERBROTHWICK.

No. 1.—RETURN of all Bye-laws, Regulations, Orders, or Ordnances relating to Pilots or Pilotage now in force within the Jurisdiction of the Parliamentary Trustees of the Harbour of *Aberbrothwick*; for the Year ending 31 December 1854.

RULES and Regulations, and Rates of Fare, for the Pilot-Master and Pilots of the Harbour of *Aberbrothwick*, established by the Trustees of said Harbour, in Terms of the Act of Parliament, 2d Victoria, cap. 16.

Pilot-Master.

1.—That the whole licensed pilots shall be under the strict superintendence and control of the pilot-master, who shall see that the pilots do their duty, that regular attendance be given, and that vessels requiring the assistance of pilots be promptly supplied: and generally, it is hereby ordered, that the pilot-master shall exercise an active management and superintendence over everything appertaining to the pilotage of the port.

2.—That the pilot-master shall not engage in any other employment, but shall devote his whole time and attention to the duties of his office, unless otherwise permitted by special authority from the Trustees.

3.—He shall keep a book, in which he shall regularly enter a list of the arrivals of all vessels at, and their departure from, the harbour of Aberbrothwick, with such other particulars as he shall be directed by the Trustees; and from that book he shall make up a list of all the arrivals at, and departures from, the harbour every twenty-four hours,—beginning at nine o'clock in the morning, and ending at nine o'clock of the following morning; one copy of which he shall deliver at the Harbour Trustees' Office, and another copy at the Shore-Dues Office, every day by ten o'clock.

5.—The pilot-master shall make up a quarterly report, and lay the same before the Harbour Trustees, on the 1st of January, 1st of April, 1st of July, and 1st of October, of the conduct of the pilots in general,—naming those of them who may appear to him to require particular notice either for their good or bad behaviour.

6.—The pilot-master must take care that the reflecting and lighting apparatus at the pier-end is kept in the very best order, and the light hoisted at the proper times.

7.—The pilot-master shall take charge of the opening of the boom-gates when necessary, the pilots being also bound to obey his directions in opening the same.

8.—Any complaint against the pilot-master shall be made to the Trustees, who shall enquire into and judge of the same.

Pilots.

1.—No person shall act as a pilot without being licensed by the Harbour Trustees; and the licence must be renewed on or before the 31st of January in every year.

2.—The pilots must give ready obedience to all the orders of the pilot-master, and comply with his directions in every particular.

3.—That each pilot shall, at all times, have a sufficient boat's crew of at least four men (exclusive of himself) to the satisfaction of the pilot-master, and each boat shall have some distinctive mark thereon.

4.—A pilot taking charge of a vessel without his boat being manned to the satisfaction of the pilot-master, shall forfeit ten shillings for each man deficient.

5.—The pilots shall attend within the harbour when desired, with their boats and crews, two hours before high water, to take charge of vessels going to sea.

6.—That the pilot on duty, when piloting any vessel in or out of the harbour, shall be bound to provide two qualified persons, to be stationed on the east pier, to take charge and attend to ropes from the vessel. That when piloting vessels into the harbour, it shall be the duty of the pilot to remain on board until the vessel be safely moored.

7.—The pilots are all furnished with licences and a copy of these regulations, together with badges, having their own names marked thereon, which they shall carry about them upon all occasions when employed as pilots; and they shall be obliged to produce them when called upon, otherwise the masters of vessels shall not be obliged to receive them, or pay the dues of pilotage.

8.—The pilot who first offers himself to a vessel in want of a pilot shall be entitled to the dues of pilotage, whether his services be accepted of or not. And all masters of vessels inward bound, refusing to take a pilot who offers his services, shall, nevertheless, pay full pilotage, provided that the pilot-boat is properly manned, and that he complies with the preceding regulation.

9.—No pilot shall be entitled to go past a small vessel to pilot a larger one, but shall be bound to take charge of the nearest vessel requiring pilotage, excepting by express order of the pilot-master. Any pilot contravening this rule shall not be entitled to recover more dues than the pilotage of the smaller vessel.

10.—If any vessel, having a pilot on board, shall be prevented from entering the harbour, the pilot on duty shall be entitled to three shillings per day and his provisions whilst on board, in addition to the ordinary pilotage-dues.

11.—When

PORT OF ABERBROTHWICK—*continued.*

11.—When more pilot-boats than one are required for any vessel, the first boat shall be entitled to the ordinary pilotage dues, and the rate of payment for the additional boats shall be fixed by the pilot-master, according to the services rendered; but on no occasion shall it exceed two-thirds of the regular pilotage,—cases of salvage excepted.

12.—That no pilot shall leave the port for any distant fishing-station, or elsewhere, without leave of the pilot-master, who must take care that not less than ten licensed pilots be always at the port.

13.—That in case of disobedience or infringing these regulations in any particular by the pilots, it shall be in the power of the pilot-master to suspend, in the meanwhile, the pilot offending, and forthwith report the case to the Trustees. All complaints against pilots for breach of duty shall be made to the pilot-master, who shall, in like manner, report the same to the Trustees, who may suspend the pilot offending, or abate the whole or any part of the pilotage-dues, by way of punishment, or deprive the pilot of his licence, as the circumstances of each case may require.

14.—Any person acting as a pilot without being licensed, or after his license has expired, or has been recalled, shall be liable in a penalty not exceeding ten pounds sterling for each offence.

RATES OF FARE.

That the following rates of pilotage shall be levied on all vessels frequenting the harbour, inwards and outwards included:

Coasting vessels, loaded or in ballast, 3*d.* per register ton.
Vessels employed in the foreign trade, and foreign vessels, 3½*d.* per register ton.
Vessels put in by stress of weather, not discharging or loading any goods, 2¼*d.* per register ton.

And, in addition to these rates, the following pilotage-duties shall be levied on every vessel entering the harbour, for providing the pilot-master's salary, viz.:—

			£.		
Vessels under 40 tons			–	–	6
„ amounting to 40 and under 80 tons			–	1	–
„ „ 80 „ 100 tons			–	1	6
„ „ 100 „ 120 tons			–	2	–
„ „ 120 „ 150 tons			–	2	6
„ „ 150 „ 180 tons			–	3	–
„ „ 180 and upwards			–	4	–

That the above rates shall be paid, when demanded, to the collector of shore-dues, who shall retain the same until the vessel be again at sea, and the pilot's duty completed, when the pilot's dues shall be paid to the pilots officiating. The collector of shore-dues is hereby empowered to recover the above rates and duties; and, if necessary, to sue for the same. No person, unless duly licensed by the Trustees, shall be entitled to exact any pilotage-dues.

15.—All charges for extra trouble to be settled by the Harbour Trustees, or, in their option, by the pilot-master.

16.—All persons contravening any of the above regulations, in regard to which no specified penalty is provided, shall forfeit a sum not exceeding two pounds for each offence, to be recovered in manner provided by the Act.

By order of the Trustees of the Harbour of Aberbrothwick.

1 November 1853.

Certified as correct by
Louson & Macdonald.

Nos. 2.&3.—RETURN of the NAMES and AGES of all PILOTS and APPRENTICES licensed or authorised to act by the Parliamentary Trustees of the Port of *Aberbrothwick*, and of all PILOTS or APPRENTICES acting mediately or immediately under such Trustees, whether so licensed or not, with the Service for which each PILOT or APPRENTICE is licensed; for the Year ending 31 December 1854.

NAMES OF PILOTS.	Age on last Birthday.	Whether Licensed or Authorised.	Service for which Licensed or Authorised to Act.	APPRENTICES.
1. James Stormont	60	Yes	Pilot-master at this Harbour.	None.
2. Alexander Mill	65	Yes	Assistant Pilot master, at this Harbour.	
3. John Smith	66			
4. Alexander Swankie, sen.	60			
5. William Smith, sen.	59			
6. Charles Tait	55			
7. James Smith	53			
8. Jacob Tait	46			
9. John Cargill	41			
10. William Cargill	40			
11. Robert Smith	40			
12. William Smith, jun.	39	Yes	Ordinary Pilots at this Harbour.	
13. Thomas Cargill	39			
14. Thomas Bremner	39			
15. James Cargill	36			
16. Thomas Smith	35			
17. Francis Cargill	37			
18. James Swankie	34			
19. Alexander Swankie, jun.	31			
20. Charles Smith	30			
21. William Spink	29			
22. Thomas Cargill	27			

PORT OF ABERBROTHWICK—*continued.*

No. 4.—RETURN of the RATES OF PILOTAGE now in force, including the Rates and Descriptions of all Charges upon Shipping made for or in respect of Pilots or Pilotage at the Port of *Aberbrothwick*; for the Year ending 31 December 1854.

THE rates of pilotage are embodied in the printed bye-laws, but since these bye-laws were printed, an addition has been made to the rates, and the followng is a correct statement of them as now levied:

1. Coasting vessels loaded, or in ballast - - - - - - - - - 3 *d.* per register ton.
2. Vessels employed in the foreign trade, and foreign vessels - - - - 3½ *d.* per register ton.
3. Vessels put in by stress of weather, not discharging or loading any goods - 2¼ *d.* per register ton.
4. Vessels launched at the port, if sailing with goods for a British port, (but if they sail in ballast no dues are charged) - - - - - - - - 1½ *d.* per register ton.
5. Vessels launched at the port, if sailing with goods for a foreign port, (but if they sail in ballast no dues are charged) - - - - - - - - 1¾ *d.* per register ton.

And in addition to these rates the following pilotage-duties are levied on every vessel entering the harbour for providing the pilot-master's salary, viz.:

		s.	*d.*
Vessels under - -	40 tons - - - - - - - - - - - - -	–	6
„ amounting to	40 tons and under 80 tons - - - - - - - - -	1	–
„ „	to 80 tons and under 100 tons - - - - - - - -	1	6
„ „	to 100 tons and under 120 tons - - - - - - - -	2	–
„ „	to 120 tons and under 150 tons - - - - - - - -	2	6
„ „	to 150 tons and under 180 tons - - - - - - - -	3	–
„ „	to 180 tons and upwards - - - - - - - - -	4	–

No. 5.—RETURN of the TOTAL AMOUNT received for PILOTAGE of VESSELS Into and Out of the Port of *Aberbrothwick*, distinguishing the Amounts received from British Vessels and from Foreign Vessels respectively, and the several Amounts received in respect of Vessels paying different Rates of Pilotage, and the several Amounts received for the several Classes of Service rendered by Pilots, together with the Number of the Vessels of each of the Classes paying such Amounts as aforesaid; for the Year ending 31 December 1854.

RATES OF PILOTAGE.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
	COASTERS.		OVERSEA.		PRIVILEGED.		UNPRIVILEGED.			
	No. of Vessels.	Amount.	No. of Vessels.	Amount.	No. of Vessels.	Amount.	No. of Vessels.	Amount.	No. of Vessels.	Amount.
		£. *s.* *d.*		£. *s.* *d.*		£. *s.* *d.*		£. *s.* *d.*		£. *s.* *d.*
At 1½ *d.* per ton - -	3	3 14 9	- -	- - -	- -	- - -	- -	- - -	3	4 3 9
Pilot Master's Fees - -	- -	– 9 –								
At 2½ *d.* per ton - -	30	14 7 2½	- -	- - -	- -	- - -	- -	- - -	30	15 15 2½
Pilot Master's Fees - -	- -	1 8 –								
At 3 *d.* per ton - -	576	448 19 4	- -	- - -	- -	- - -	- -	- - -	576	480 14 4
Pilot Master's Fees - -	- -	31 15 –								
At 1½ *d.* per ton - -	- -	- -	1	– 17 4½	- -	- - -	- -	- - -	1	– 19 10½
Pilot Master's Fees - -	- -	- -	- -	– 2 6						
At 3½ *d.* per ton - -	- -	- -	31	53 4 –	- -	- - -	- -	- - -	31	56 8 6
Pilot Master's Fees - -	- -	- -	- -	3 4 6						
At 3½ *d.* per ton - -	- -	- -	- -	- - -	- -	- - -	46	65 18 2½	46	69 17 8½
Pilot Master's Fees - -	- -	- -	- -	- - -	- -	- - -	- -	3 19 6		
TOTAL - - £.	609	500 13 3½	32	57 8 4½	- -	- - -	46	69 17 8½	687	627 19 4½

Only one charge is made at this port for both outward and inward pilotage, and the whole pilotage for the year is stated in the Return for Inward Pilotage.

PORT OF ABERBROTHWICK—*continued*.

No. 6.—ACCOUNT of the RECEIPT and EXPENDITURE of all MONIES received by or on behalf of the Parliamentary Trustees of the Port of *Aberbrothwick*, in respect of Pilots or Pilotage; for the Year ending 31 December 1854.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
To gross amount received for inward and outward pilotage - - - - -	587	-	10½	By amount paid or set apart for or in respect of pilot boats - - - - -	27	5	8
To amount received for pilotmasters' fees -	40	18	6	By amount paid collector, commission for collecting pilotage, 2½ per cent. - -	14	13	6½
				By amount paid to 20 pilots in equal shares	545	1	8
				By amount retained by Harbour Trustees towards payment of salary allowed by them to pilotmaster and assistant pilot master - - - - - - -	40	18	6
£.	627	19	4½	£.	627	19	4½

Note.—The pilots are also paid when they render extra assistance to vessels, but the amount received in this way is inconsiderable, and no account thereof is kept, the allowance being paid directly to the pilots at the time such services are given by them, and does not pass through the collector's hands.

12 January 1855. *Louson & Macdonald*, Clerks.

PORT OF ABERDEEN.

No. 1.—RETURN of all BYE-LAWS, REGULATIONS, ORDERS, or ORDINANCES relating to PILOTS or PILOTAGE now in force within the Jurisdiction of the Harbour Commissioners of *Aberdeen*; for the Year ending 31 December 1854.

REGULATIONS.—3d August 1853.

CAPTAIN PILOT.

1.—THE captain pilot shall have the superintendence of all the other pilots, and do his utmost that the regulations for their government be strictly complied with.

2.—He shall not engage in any other employment, but shall devote his whole time and attention to the duties of his office.

3. The captain pilot and assistant captain pilot shall attend at the north pier and adjacent quays every tide, at least three hours before high water, and at least two hours after high water, and shall remain as long as it shall be considered safe for vessels to enter or leave the harbour, in order to give the necessary directions, either for vessels entering or leaving the harbour, and for berthing the same, and on no occasion are they both to be absent from their district at one time.

5.—He shall cause the shipping to be supplied with pilots, according to their order, and to the best of his judgment, without partiality or favour.

6.—He shall make out and certify the accounts for pilotage, haulers on the quays and piers, &c., according to the annexed table of rates.

7.—He is empowered, where there may be great difficulty and danger in the pilots getting out to the assistance of vessels in the bay, to offer them such moderate premiums for their services, in these instances, as he shall judge necessary—such premiums to be paid by the owners of the vessels, and being subject, if required, to the approval of any one or more of the magistrates of Aberdeen.

9.—He shall keep a book, in which he shall regularly enter a list of the arrivals of all vessels at, and their departures from, the harbour of Aberdeen, with such other particulars as shall be directed; and from that book he shall make up a list of all the arrivals at, and departures from, the harbour every 24 hours, beginning at nine o'clock in the morning and ending at nine o'clock of the following morning; one copy of which he shall deliver at the town house, and another copy at the Harbour-office every day by ten o'clock. A list is also to be made up each evening at six o'clock, and delivered without delay, at the town house, or such other place as the commissioners shall direct.

10.—Should

PORT OF ABERDEEN—*continued.*

10.—Should any special circumstances occur with reference to improper conduct on the part of the pilots, or neglect of their duties, the captain pilot is immediately to investigate the case, and, if he shall consider it necessary, report to the commissioners. The captain pilot shall have power, with the consent of the master of shoreworks, to suspend from acting as pilots, for a limited period, such pilots as shall disobey his orders, or be guilty of improper conduct.

ASSISTANT CAPTAIN PILOT.

1.—The assistant captain pilot shall also devote his whole time and attention to the duties of his office, and aid the captain pilot in carrying out, in the most active and efficient manner, his various duties.

PILOTS.

1.—That only such number of persons should be licensed to act as pilots as there shall appear to be reasonable employment for, and a fair remuneration for their services, and as shall be considered necessary by the captain pilot.

2.—That no person be licensed to act as a pilot until he shall have previously been examined by, and satisfied, the captain pilot (subject also to such farther examination as the commissioners in each case may direct), of his skill and ability for the office, and be reported by the captain pilot as qualified accordingly.

3.—That those licensed to act as pilots shall apply themselves exclusively to that duty, and shall not engage in the white fishery, herring fishery, or in any other employment, nor be absent from the port without permission, in writing, from the master of shoreworks, or the captain pilot.

4.—That those licensed to act as pilots shall be bound to comply with such rules and regulations as the Harbour Commissioners may, from time to time, establish; and they shall be under the control of the captain pilot, and assistant captain pilot, in regard to any orders they may judge it necessary to issue, either in regard to a rotation of duty, or for any other necessary purpose connected with an efficient system of pilotage at the port; and the boats must, on every occasion when on duty, have a full complement of men on board, to the satisfaction of the captain pilot or assistant captain pilot.

5.—No person shall act as a pilot without being licensed by the Harbour Commissioners, under a penalty not exceeding 20*l.* sterling; and the licences shall be renewed yearly or oftener as the Commissioners direct. Pilots obtaining a licence must remain for the entire period during which they are licensed, with the boat to which they are attached at the time of licensing, under the penalty of not less than 20*s.*, nor more than 5*l.* sterling, besides forfeiting their licence.

6.—The pilots must give immediate obedience to all the orders of the captain pilot and assistant captain pilot, and comply with their directions in every particular.

7.—The boats to be used by the pilots shall, in size, rig, and otherwise, be constructed to the satisfaction of the captain pilot; and the crew of each boat must consist of not less than six, viz., four able-bodied men, who shall be licensed, and two active young lads. The master, or chief pilot of each boat, must cause his own name, and the name and number of his boat, to be painted thereon, in large distinct characters.

8.—A master pilot taking charge of a vessel, without his boat being manned to the satisfaction of the captain pilot, shall forfeit a penalty not exceeding 10*s.*, besides the amount of the pilotage.

9.—The master or chief pilot of each boat must, unless with consent of the captain pilot, have his crew in constant readiness during the tide-hours, to be employed in piloting; and for their good behaviour the master shall be answerable.

10.—Pilots shall attend at least three hours before high water, and otherwise when directed by the Captain Pilot, to take charge of vessels entering the harbour; and afterwards, within the harbour and dock, when desired, with their boats and crews, to take charge of vessels going to sea, or having occasion to move from one part of the harbour and dock to another.

11.—The pilots shall not be at liberty to pilot or convey any ship or vessel out of the said harbour until the captain pilot shall have been satisfied that the rates and duties payable in respect of such vessel have been duly paid and satisfied to the collector of the harbour dues.

12.—The pilots, whether at sea or in the harbour and dock, shall pay proper attention to all vessels in want of their assistance; and, after taking charge of a vessel, shall not leave her until she is brought into proper moorings, to the satisfaction of her commander, or until they are directed by the captain pilot, or the assistant captain pilot.

13.—The pilots belonging to one boat shall not have power to take charge of more than one vessel during each tide, unless with consent of the captain pilot, or the assistant captain pilot.

14.—Pilots shall afford assistance to Her Majesty's ships before all others, if their services are required.

15.—In case any vessel, after making signal for a pilot, be neglected by the pilots, the commander of every pilot-boat within the harbour, who cannot satisfy the captain pilot that they were actually engaged as pilots at the time, shall forfeit 20*s.*, unless it was impossible to proceed to sea through stress of weather.

16.—The

PORT OF ABERDEEN—*continued.*

16.—The pilots shall be furnished with licences, under the hand of the clerk to the Harbour Commissioners, containing their names, and the names and number of the boat to which they are attached, and also with a copy of these regulations, which, with their licences, they shall carry about them upon all occasions, when employed as pilots; and they shall be obliged to produce them when called upon; otherwise the masters of vessels shall not be obliged to receive them, or pay the dues of pilotage.

17.—The pilot who first offers himself to a vessel in want of a pilot, shall be entitled to the dues of pilotage, whether his services be accepted of or not, excepting in cases where another arrangement has been entered into under the sanction of the captain pilot: and all masters of vessels, inward-bound, refusing to take the first pilot who offers his services, shall nevertheless pay full pilotage, such pilotage to be recoverable with the expenses at the instance of the captain pilot of the port, or any one or more of the said pilots, in and agreeable to the forms of the police court of Aberdeen for the time.

18.—Any anchors, chains, &c., found in the bay by the pilots, must be delivered by them to the captain pilot, who will reward them for their trouble.

19.—Any pilot who shall refuse to take charge of a vessel upon a proper signal being made, or when directed by the captain pilot, assistant captain pilot, or any person concerned with such vessel, or shall refuse, on such signal or application, to lead the way of any vessel which cannot be approached without imminent danger; or shall refuse to assist any vessel in distress; or neglect any part of his duty as a pilot; or shall refuse or neglect to obey any orders, either written or verbal, of the captain pilot, or assistant captain pilot, or any of the magistrates or Harbour Commissioners, requiring his appearance before them, shall be suspended from exercising his duties as pilot, and forfeit such penalty as the sitting magistrate for the time shall think proper, not exceeding 10*l.* sterling.

20.—Any person acting as a pilot, after his licence has expired or been recalled, will be liable in a penalty of 20*l.* sterling.

21.—The pilots shall, in regular rotation, when required by the captain pilot, accompany with a boat, and at least two men, the captain pilot, assistant captain pilot, and dockmaster, in taking the soundings of the navigation channel of the harbour and dock, and that without any charge or allowance whatever.

22.—In cases of vessels being in distress, or on shore, the pilots shall give every aid and assistance in their power to the captain pilot, assistant captain pilot, and master and crew of the life-boats, and also in the conveyance of the life-preserving apparatus.

23.—In case any ship or vessel shall be met with in distress by the pilots, and shall stand in need of, and receive from them any extraordinary assistance, the compensation to be made to the pilots for such services shall be settled and determined upon, according to the circumstances of the case, by any one or more of the magistrates of the said city of Aberdeen; and if any agreement, for such extraordinary assistance, shall, at any time, be made between the master or commander of such vessel and the pilots, such agreement shall be null and void.

RATES OF FARE FOR PILOTAGE.

	First Boat.	Second Boat.	Third, and every other Boat.
	£. s. d.	£. s. d.	£. s. d.
Vessels under 30 tons	– 4 –	– 3 –	– 2 –
Vessels of 30 tons, and under 50 tons	– 5 –	– 4 –	– 3 –
„ 50, and under 60 tons	– 7 –	– 6 –	– 5 –
„ 60, and under 85 tons	– 9 –	– 7 6	– 6 6
„ 85, and under 110 tons	– 10 –	– 8 –	– 7 –
„ 110, and under 150 tons	– 11 –	– 8 6	– 7 6
„ 150, and under 200 tons	– 12 –	– 9 –	– 8 –
„ 200, and under 250 tons	– 14 –	– 10 –	– 9 –
All vessels of 250 tons, and above it	– 15 –	– 11 –	– 10 –

	£. s. d.
For each tide's work within the harbour, for every description of vessels	– 6 –
For towing a loaded lighter from the lower to the upper part of the harbour	– 2 6
For towing an empty lighter same distance	– 1 6
For each man employed as a hauler on the quay	– 1 –

PORT OF ABERDEEN—*continued.*

Foreign vessels making signals for pilots at a greater distance than usual, shall pay such pilots, on going out to them beyond the ordinary track, an additional allowance, at the discretion of the captain pilot.

The above rates are payable by owners and masters of vessels to the pilots when their boats are manned to the satisfaction of the captain pilot or assistant captain pilot.

If a pilot, after taking charge of a vessel in the bay, shall, by land floods, or stress of weather, be detained on board, and prevented going into port, he shall be entitled to his provisions while on board, and be allowed 2 *s.* 6 *d.* for every tide he is so detained.

All charges for extra trouble to be settled by the sitting magistrate of Aberdeen for the time; or, in the option of parties, by the captain pilot.

Pilots demanding, or receiving, under any pretence, higher rates than those above mentioned, shall be liable in a penalty of 10 *s.*, besides returning the overcharge.

Masters, or owners of vessels, refusing to pay the foregoing rates of pilotage, shall forfeit a penalty not exceeding 20 *s.*, at the discretion of the sitting magistrate of Aberdeen.

The whole rates and penalties specified in the above regulations shall be recoverable in the most summary manner, on complaint by the party aggrieved, or by the captain pilot, or the clerk or treasurer to the Harbour Commissioners, in accordance with the provisions of the Harbour Act of Parliament, 6 & 7 Vict. c. 72, intituled, "An Act for improving and maintaining the Harbour of Aberdeen."

Extracted from the Minutes of the Parliamentary Commissioners of the Harbour of Aberdeen, by

Harbour Office, Aberdeen, 3 August 1853.

(signed) *John Angus*, Clerk.

Nos. 2 & 3.—RETURN of the NAMES and AGES of all PILOTS and ASSISTANTS licensed or authorised to act by the Harbour Commissioners of *Aberdeen*, and of all PILOTS or ASSISTANTS acting mediately or immediately under such Commissioners, whether so licensed or not, with the Service for which each PILOT or ASSISTANT is licensed; for the Year ending 31 December 1854.

NAMES OF PILOTS.	Age on last Birthday.	Whether Licensed or Authorised.	Service for which Licensed or Authorised to Act.	APPRENTICES.
James Robertson	35	Yes	Pilotage of the Port or Harbour of Aberdeen.	None.
Charles Smith	41			
John Forbes	38			
George Allan	45			
Alexander Fowler	40			
George Fowler	30			
Alexander Morrice	44			
John Brands	38			
Robert Hunter	30			
George Caie	50			
Alexander Baxter	32			
William Allan	48			
Alexander Main	56			
William Main	50			
Alexander Guyan	43			
William Guyan	33			
NAMES OF ASSISTANTS:				
George Baxter	33	Employed by the Licensed Pilots of the Port.	Pilotage of the Port or Harbour of Aberdeen.	
Kenneth Robertson	48			
John Guyan	28			
Alexander Allan	22			
John Mitchell	26			
William Baxter	35			
Andrew Fowler	36			
William Main	51			

PORT OF ABERDEEN—*continued.*

No. 4.—RETURN of the RATES of PILOTAGE now in force, including the Rates and Descriptions of all Charges upon Shipping made for or in respect of Pilots or Pilotage at the Port of *Aberdeen*; for the Year ending 31 December 1854.

FOR Return on this head, reference is made to the rates of fare for pilotage at the Port of Aberdeen contained in the Regulations for Pilots, *see* page 181.

No. 5.—RETURN of the TOTAL AMOUNT received for PILOTAGE of VESSELS Into and Out of the Port of *Aberdeen*, distinguishing the Amounts received from British Vessels and from Foreign Vessels respectively, and the several Amounts received in respect of Vessels paying different Rates of Pilotage, and the several Amounts received for the several Classes of Service rendered by Pilots, together with the Number of the Vessels of each of the Classes paying such Amounts as aforesaid; for the Year ending 31 December 1854.

(1.)—INWARDS.

DISTANCES for which PILOTED, According to the different Distances in the Scale of Rates.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
	COASTERS.		OVERSEA.		PRIVILEGED.		UNPRIVILEGED.			
	No. of Vessels.	Amount.	No. of Vessels.	Amount.	No. of Vessels.	Amount.	No. of Vessels.	Amount.	No. of Vessels.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Aberdeen Harbour and Dock -	2,116	961 - 6	87	56 12 -	106	63 5 -	- -	- - -	2,309	1,070 17 6

(2.)—OUTWARDS.

From Aberdeen Harbour and Dock to Sea	883	571 19 -	36	24 8 -	27	11 9 6	- -	- - -	946	607 16 6

No. 6.—ACCOUNT of the RECEIPT and EXPENDITURE of all MONIES received by or on behalf of the Harbour Commissioners of *Aberdeen*, in respect of Pilots or Pilotage; for the Year ending 31 December 1854.

Dr.	£. s. d.	*Cr.*	£. s. d.
To gross amount received for inward pilotage - - - - - - -	1,070 17 6	By gross amount of inward and outward pilotage drawn by the pilots of the port -	1,678 14 -
To gross amount received for outward pilotage - - - - - - -	607 16 6		
£.	1,678 14 -	£.	1,678 14 -

25 January 1855.

Alexander Morrison,
Captain Pilot of the Port of Aberdeen.

PORT OF AYR.

No. 1.—RETURN of all Bye-laws, Regulations, Orders, or Ordinances relating to Pilots or Pilotage now in force within the Jurisdiction of the Trustees of the Harbour of *Ayr*; for the Year ending 31 December 1854.

Bye-laws made and enacted by the Trustees of the Harbour of *Ayr*, at a General Meeting held on the 12th day of March 1851.

Regulations for Pilots.

1.—That no person shall act as a pilot on board of any vessel trading to or from the harbour of Ayr without being regularly licensed by the trustees of the harbour, and that under a penalty not exceeding 5 *l.*, besides all damages and expenses that may be incurred.

2.—One of the pilots shall be appointed captain-pilot, having the command of the others and of the assistants, the whole however being always subject to the orders of the harbour-master.

3.—The pilot-boats shall be provided by the trustees of the harbour, but maintained and kept in good repair, to the satisfaction of the harbour-master, at the expense of said pilots; but in the event of any extraordinary damage happening to the boats, without blame attachable to the pilots, the trustees may consider how far and to what extent they should be relieved of the same.

4.—That the pilotage to be exacted from all vessels shall be at the rate of 1 ½ *d.* per register ton, which shall be paid to the harbour-master or collector of rates and duties, and shall be exigible in every case whether the vessel has had the services of the pilots or not, provided said services shall have been duly and properly offered; but in cases where the pilots shall be detained on board of loaded vessels in the bay, or otherwise, the harbour-master is empowered to order an equivalent remuneration for such extra services.

5.—Each pilot shall find sufficient caution to the harbour trustees, to the extent of 5 *l.*, for his proper conduct and behaviour, and his strict compliance with the present regulations, independently of his individual responsibility for all damages and expenses that may be incurred.

6.—The pilots shall be on the look-out for vessels during the whole day, and at night, from the time the half-tide light is lighted until it is extinguished.

7.—It shall be the duty of the pilots, at all times, when vessels approach the harbour to pull well to the offing of the bar if practicable, so as the vessel may have room to wear and stand off if found necessary, and if it be not practicable so to do, then they shall give the earliest possible assistance to the vessel at the end of the piers. In the event of this regulation being in any respect transgressed, the pilotage to be exacted from the vessel shall be reduced to one-half, and if the case be an aggravated one, the trustees may abate the whole, and also impose a fine on the pilots not exceeding 20 *s.*

8.—That in piloting vessels into the harbour, whether during the night or day, every pilot shall at all times take sail off the vessel under his charge in good time when running up the harbour, so as to prevent damage to the vessels lying there, and shall, when occasion requires, run her on the bank, or north side of the harbour opposite the Newton Loch, all under a penalty not exceeding 20 *s.*, besides damages.

9.—The pilots, when not engaged in navigating vessels over the bar, shall be in attendance at tide-time, and shall offer their services, and give assistance in transporting vessels from one berth to another, and mooring the same, under a penalty not exceeding 20 *s.*

10.—Any pilot found in a state of intoxication, or the worse of liquor, shall, besides forfeiting all claim to remuneration for his services, be liable in a penalty not exceeding 5 *l.*, and also deprivation of office.

11.—The pilots and assistant pilots shall, from time to time, and at all times when required by the harbour-master, sound the bar, and report its state at the harbour-office, and shall lift and replace buoys without remuneration, and do any other duty incumbent on them by their office as pilots. when required by him so to do, under a penalty not exceeding 20 *s.*

12.—The pilots and assistant pilots shall always be at hand and ready with their services, and should any inattention or negligence occur, the harbour-master is empowered to suspend the person or persons so offending, reporting the same to the trustees or their committee, to be dealt with as they may think proper.

13.—The pilots and their assistants shall on all occasions be civil in their speech and conduct, under a penalty not exceeding 20 *s.*

14.—Every pilot shall be in constant possession of a copy of these regulations, and his licence thereto attached, and shall produce the same when required, under a penalty not exceeding 20 *s.*

15.—Any penalties, fines, or damages incurred by any breach of the preceding regulations, shall be sued for in terms of the Act of Parliament by any two of the trustees, or their collector, or by any other party interested, and in case of any such penalties, fines, or damages being found due, the harbour-master is hereby authorised to retain the wages belonging to such party, till payment or caution for the sum awarded be given. Every pilot or assistant shall be dismissed by the trustees at pleasure, with or without cause shown.

16.—The harbour-master shall be charged with the execution of all the above rules and regulations, but if any party conceive himself aggrieved in respect of the same, or by the conduct of the pilots, or keeper of the lights, he shall lodge his complaint with the harbour-master, who shall forthwith report the same to the trustees, or a committee of their number, for immediate investigation.

The trustees of the harbour shall cause the foregoing Regulations to be printed in legible characters, and hung up in a conspicuous place in the Custom-house and Harbour-office of Ayr, for the information of all concerned, and when injured or defaced, to cause the same to be immediately renewed.

PORT OF AYR—*continued.*

Nos. 2 & 3.—RETURN of the NAMES and AGES of all PILOTS and APPRENTICES licensed or authorised to act by the Trustees of the Harbour of *Ayr*, and of all PILOTS or APPRENTICES acting mediately or immediately under such Trustees, whether so licensed or not, with the Service for which each PILOT or APPRENTICE is licensed; for the Year ending 31 December 1854.

NAMES OF PILOTS.	Age on last Birthday.	Whether Licensed or Authorised by the above-mentioned Authority or not.	Service for which Licensed or Authorised to Act.	APPRENTICES.
Arthur Redmond - - -	44	Yes - -	Captain Pilot.	None.
John Young - - - -	48			
James M'Callum - - -	46			
Robert Thomson - - -	42			
James Johnston - - -	35			
John Lyon - - - -	33			

No. 4.—RETURN of the RATES of PILOTAGE now in force, including the Rates and Descriptions of all Charges upon Shipping made for or in respect of Pilots or Pilotage at the Port of *Ayr*; for the Year ending 31 December 1854.

The rate of pilotage is 1½*d.* per register ton for vessels of all sizes, whether foreign or coastwise, and includes pilotage both inwards and outwards, *i. e.*, ¾*d.* in and ¾*d.* out. This rate is exacted from all vessels registering 50 tons and upwards, provided the services of the pilots have been duly offered; vessels under 50 tons are charged only when using the services of the pilots.

No. 5.—RETURN of the TOTAL AMOUNT received for PILOTAGE of VESSELS Into and Out of the Port of *Ayr*, distinguishing the Amounts received from British Vessels and from Foreign Vessels respectively, and the several Amounts received in respect of Vessels paying different Rates of Pilotage, and the several Amounts received for the several Classes of Service rendered by Pilots, together with the Number of the Vessels of each of the Classes paying such Amounts as aforesaid; for the Year ending 31 December 1854.

(1.)—INWARDS.

DISTANCES for which PILOTED According to the different Distances in the Scale of Rates.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
	COASTERS.		OVERSEA.		PRIVILEGED.		UNPRIVILEGED.			
	No. of Vessels.	Amount.	No. of Vessels.	Amount.	No. of Vessels.	Amount.	No. of Vessels.	Amount.	No. of Vessels.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From outside the Bar to within the Harbour -	741	164 16 1	6	3 13 4	9	2 14 8½	- -	- - -	756	171 4 1½

(2.)—OUTWARDS.

From within the Harbour to outside the Bar - - -	754	168 15 10½	5	1 11 11	9	2 14 8	- -	- - -	768	173 2 5½

There is only one rate of pilotage at this harbour, the distances for which vessels require to be piloted being nearly the same for all, viz., from the bay outside the bar to within the harbour, and *vice versâ*, the distance averaging half a mile to three-quarters.

Vessels are seldom towed by steam, there being no steam tug at this harbour; the rate of pilotage is in no way affected by it.

PORT OF AYR—*continued.*

No. 6.—ACCOUNT of the RECEIPT and EXPENDITURE of all MONIES received by or on behalf of the Trustees of the Harbour of *Ayr*, in respect of Pilots or Pilotage; for the Year ending 31 December 1854.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
To gross amount received for inward pilotage - - - - - - -	171	4	1½	By amount paid for salaries of officers, viz., captain pilot and pilots - -	288	16	6
To gross amount received for outward pilotage - - - - - - -	173	2	5½	By amount paid for or in respect of pilot boats, buoys, &c. - - - -	12	5	–
				By balance carried to next account - -	43	5	1
£.	344	6	7	£.	344	6	7

The pilotage dues are considered to form part of the harbour revenue, and the salaries of the captain pilot and pilots being deducted, the surplus, if any, is applied to the general maintenance of the harbour.

9 February 1855.

Thomas McCosh,
Secretary.

PORT OF DUNDEE.

No. 1.—RETURN of all BYE-LAWS, REGULATIONS, ORDERS or ORDINANCES relating to Pilots or Pilotage for the time being in force within the Port or District under the Jurisdiction of the Pilotage Board of the Port of *Dundee*.

RULES and REGULATIONS applicable to Pilots and Pilot Cutters for the River *Tay* and Harbour of *Dundee*, with Table of Rates, 1850, established by the Trustees of the Harbour of *Dundee*, and the Fraternity of Masters and Seamen in *Dundee*.

1. GENERAL RULES.

1.—All the licensed pilots shall, while on shore, be under the strict superintendence and control of the pilotmaster, who shall see that they do their duty, that regular attendance is given, as after-mentioned, and that vessels requiring the assistance of pilots are promptly supplied; and, generally, the pilotmaster shall exercise an active management and superintendence over the pilots, and everything relating to the pilotage of the river and harbour.

2.—The pilotmaster shall not engage in any other employment, but shall devote his whole time and attention to the duties of his office, unless otherwise permitted by special authority.

3.—The pilotmaster shall at all times pay strict attention to the orders of the trustees, or of the joint committee of the trustees, and the fraternity appointed to attend to the pilotage of the river and harbour; and any complaint against the pilotmaster must be made to the trustees, who will inquire into and judge of the same.

4.—The pilot cutter or cutters licensed by the trustees shall be kept as near to the entrance to the river as practicable, both by day and night.

5.—The cutter or cutters shall at all times during the day carry at the mast-head a red flag, and after sunset show a green light on each bow, with a light at the mast-head, which shall be kept constantly burning from sunset to sunrise.

6.—A roll of the pilots, with a running number prefixed to each name, shall be kept by the pilotmaster, and each pilot shall have a flag, with his number thereon; and, on boarding a vessel, shall take along with him his flag so numbered, and cause the same to be hoisted on a conspicuous place of such vessel, so as to be easily discernible. This regulation shall apply to pilots leaving the harbour in charge of vessels; and no pilot in charge of a vessel shall use any but his own number flag.

PORT OF DUNDEE—*continued.*

7.—A journal or log-book shall be kept by the master of the cutter or cutters, or, in his absence, by the mate; and it shall be the duty of the master, whom failing, the mate, daily, and at such times of each day as may be necessary, to insert therein the state of the weather, the name of the ship or ships on board of which pilots may be put, the name of each pilot, and when and where put on board; and, in the case of vessels outward bound having pilots on board, the master of the cutter, or his mate, shall insert in said journal the name of each ship or vessel so piloted outwards, the name and number of the pilot, and the place, as nearly as may be, where the pilot left every such vessel.

8.—A regular watch shall be kept on board of the cutter or cutters both day and night, with a good look-out.

9.—The pilots, now licensed, or to be hereafter licensed, shall be bound to confine themselves exclusively to the business and occupation of piloting vessels into and out of the river and harbour, and must be ready at all times to obey the orders of the pilotmaster, when on shore; and, while on board of the cutter or cutters, the captain or mate of the cutter or cutters.

10.—When any pilot shall be on shore, and not engaged in outlook for employment as a sea or harbour pilot, under direction and with the knowledge of the pilotmaster, he must attend either at the Dock or Pilot-office, as the pilotmaster shall direct, and that for at least two hours before high water of every tide, and shall at all times be ready to act.

11.—The pilots shall be bound, while on shore, and at sea on board the cutter or cutters, to do their utmost to keep the same, and the whole boats belonging to the establishment, in order—such as repairing the sails, painting, or any other work necessary to be performed, as the same may be ordered by the pilotmaster, or the master or mate of the cutter or cutters.

12.—In respect certain parties have, at their individual cost, provided a pilot cutter and relative boats, which pilot cutter has been licensed by the trustees, for the exclusive use and service of the pilots, and that it has been resolved to establish a general fund, to pay, in the first place, the interest on the capital invested in the purchase; to form a sinking fund; to meet tear and wear, insurance, a fee to apprentices, and other costs and expenses attending the keeping up of the said cutter, it is declared that all the pilots have been licensed on the express condition that a sum adequate for these purposes shall annually be set apart out of the pilot-rates; and that thereafter the surplus shall be divided in the following proportions, viz.:—

The Master to have	1½ Share.
The Mate	1¼ „
10 pilots, 1 share each	10 Shares.
Three apprentices, ¼ share each, in addition to an annual salary of 15 *l.*	¾ Share.
The pilotmaster on shore to receive ¾ of a share, in addition to the payments to be afterwards noticed	¾ „

In the meantime, and until such proportion of the earnings can be ascertained and struck, as after-mentioned, the pilots, &c., shall, out of the rates to be collected, receive the following sums; viz., 12 *s.* per week for pilots; 6 *s.* for an apprentice; and the master and mate of the cutter in the above proportion.

13.—There shall be a daily mess on board of the cutter for those on duty, the cost of which shall be deducted from the general fund; but the pilots, whose turn it is to be on shore, must provide their own victuals.

14.—The pilotmaster shall collect the whole rates and dues payable by parties employing a pilot, and the same shall, from time to time, be deposited in the Western Bank of Scotland, in an account to be opened in name of the joint committees of the Harbour Trustees, and the Fraternity of Masters and Seamen in Dundee on Pilotage; and the pilotmaster shall make up a half-yearly report, and lay the same before the harbour trustees on the 1st day of August and the first day of February in each year, naming those of the pilots who may appear to him to require particular notice, either for their good or neglectful behaviour.

15.—The pilotmaster shall keep a correct account of the pilotage-dues on all vessels coming into or going out of the river Tay and harbour of Dundee, and collect the dues from the parties liable for them, and deposit the same as aforesaid, and the pilotmaster shall, over and above the said three-fourth shares of the pilotage-rates as above, be paid fees by the shipowner, shipmaster, or others liable in pilotage-dues, at and after the following rates:—

	Tons.	£.	*s.*	*d.*
For every vessel not exceeding	50	–	–	6
„ „ 50 and not exceeding	100	–	1	–
„ „ 100 „ „	150	–	1	6
„ „ 150 „ „	200	–	1	9
„ „ 200 „ „	250	–	2	–
„ „ 250 and upwards: The above rates for the first 250 tons, and for every additional 50 tons, or part of 50 tons		–	–	3

16.—Pilots put on board of any vessel or vessels outward bound shall conduct such vessel or vessels until half a mile eastward from the Fairway Buoy of Tay, or (if required by the master or other person in charge) three miles to the eastward of said buoy; or, if inward bound, until the vessel arrive at Dundee, or Carolina Roads, or be moored in the harbour, as may be directed by the master, or other person in command of any such ship or vessel; and pilotage fees shall be charged and paid according to the table annexed. Any pilot who may quit a ship or vessel of which he has charge, without consent of the master, shall incur a penalty of not less than 20 *s.*, nor exceeding 5 *l.*, for each offence.

17.—In case the pilot cutter or attending boat or boats shall near any vessel having a signal for a pilot, but the pilot shall be unable to board such vessel, from a heavy sea or other sufficient cause, the pilot shall run his boat ahead of the vessel, and direct her course, so far as it may be in his power; and pilotage rates shall be paid in proportion to the distance run, as shall be determined by the pilot-master.

18.—A pilot having charge of any ship or vessel, either going out of or coming into the River Tay, shall observe strict sobriety and civility both while on board the cutter and on shore; and if he shall be guilty of using improper or disrespectful language to his employers; or shall, through negligence, incapacity, or in any other manner, occasion injury

PORT OF DUNDEE—*continued.*

injury to the vessel of which he has charge, or to any other ship or vessel, he shall be liable in a penalty of not less than 20 *s.*, nor exceeding 5 *l.*, besides the damage occasioned by his negligence or misconduct; and for a second offence he shall be liable in the like penalties, besides forfeiting his license; and, in case any individual employed as a pilot, or in the business of the pilotage of the river and harbour, or in whatever capacity, and whether at sea or on shore, shall be found, or be reported to have been in a state of intoxication, he shall be liable to a fine; and if the offence be repeated, deprivation of his license; and all acts of disobedience or insubordination committed on board of any cutter or cutters, shall be entered in the journal or log book, and verified by the signature of the mate, if the master is in command, and, if the mate is in the command, by two of the crew; and such acts of disobedience or impropriety committed by any person as aforesaid, while on shore, shall be recorded, in manner foresaid, by the pilot-master. All fines shall be added to the general fund.

19.—No pilot shall accept of any present or gratuity from any master of a vessel inward or outward bound, and no spirits shall be kept or used on board the pilot cutter or cutters.

20.—If, from any cause arising through stress of weather, or otherwise, the said pilot cutter shall not be at her station, in terms of Article 4th of these Regulations, and the master of any vessel, bound for the Tay, shall not, therefore, have been able to procure a licensed pilot, and has committed the piloting of his vessel to a person not licensed, such person shall, on the vessel being boarded, as before-mentioned, by a licensed pilot, give up his charge, and be entitled to payment of distance-money, and one-third of the river pilotage, if the vessel be boarded by a licensed pilot within the buoy,—the pilot-master being bound to allow this deduction from the pilotage fees in favour of the person who previously had the charge; but no person whatever shall have any claim for distance-money or pilotage so long as the cutter or cutters be at the station appointed, as before-mentioned. And should any licensed pilot offer to board a vessel in any part of the River Tay, below the harbour of Dundee, having a person in charge, not licensed as aforesaid by the trustees of the harbour of Dundee, and the master or other person in command shall refuse to allow him to go on board, the licensed pilot or pilot-master shall be entitled to recover from the said master the pilotage dues and penalty made applicable to such a case by the Harbour Act, 6th & 7th Victoria.

21.—The master or owner of a vessel requiring a pilot outwards, must apply at the Pilot-office, and state the name of his vessel, her draught of water, and the station or distance to which he wishes the vessel piloted; and pay fees for the same, according to the annexed Table, for which he will obtain a receipt, which receipt the said master must exhibit to the harbour-master or his assistant, previous to or at the time his vessel passes the dock gates.

22.—Pilots shall pay particular attention to the state of the sand-banks in the river, and the position of the buoys and beacons, and give notice of any alteration of the banks or shoals; also any change in the position of the buoys or beacons to the pilot-master, who shall communicate the same to the boxmaster of the Fraternity of Masters and Seamen in Dundee.

23.—The master, or owner, or other person in charge or command of a vessel entering the harbour, who may have employed a pilot, duly licensed by the trustees, for bringing such vessel into the River Tay, or harbour, shall, either previously to or at the time the vessel is reported at the Shore-dues Office, produce evidence to the collector that the dues for piloting such vessel have been paid, or failing thereof, make a deposit for these dues with the collector, under a penalty of not less than 5 *l.*, nor exceeding 10 *l.* for each refusal or neglect.

24.—All complaints at the instance of masters, owners, or other persons in charge of vessels coming into or going out of the River Tay and harbour of Dundee, against pilots, or at the instance of pilots against the masters or owners of vessels, for breach of any of these Regulations, shall be lodged with the pilot-master, or the superintendent of harbour police, who shall have power to bring the offenders or persons complained of before the judge of police, to be dealt with according to law.

TABLE of RATES referred to in the preceding Regulations.

1.—FOR vessels to or from foreign, boarded at the distance of not more than three miles outward of the Fairway Buoy of Tay, or at any point between that distance and the said buoy, and from thence to and including the harbour of Dundee, 3 *s.* 6 *d.* per foot, according to the draught of water.

2.—For vessels to or from foreign, boarded at or above Broughty Castle, and from thence to and including the harbour of Dundee, 1 *s.* 3 *d.* per foot.

3.—All coasting vessels boarded at the respective distances above-mentioned to pay as follows; viz., vessels boarded not more than three miles outward of the Fairway Buoy of Tay, 3 *s.* per foot; and between Broughty Castle to and including the harbour, 1 *s.* per foot.

4.—All vessels coasting, boarded above Broughty Castle, to and including the harbour, 1 *s.* per foot.

In the event of vessels having to stop in Carolina Roads for want of water in the harbour, or otherwise, the pilot shall be entitled to leave the vessel, and another pilot will, when required, be appointed to bring the vessel into the harbour, without any charge beyond the ordinary pilotage rates; but, should the master detain the pilot on board till the vessel can enter the harbour, which he shall have the privilege of doing, then, besides the full pilotage-dues, a farther sum of 5 *s.* shall be payable for each day or part of a day any pilot may be so detained, in name of river fees.

When vessels enter the river bound for places above Dundee, having pilots on board, the river or sea pilotage, including the harbour, shall be payable in full when the vessel is moored or off Carolina Roads.

All vessels boarded beyond the distance of three miles from the Buoy of Tay, and not exceeding six miles, to pay 10 *s.* 6 *d.* additional for distance-money; and vessels boarded six miles beyond the said Buoy of Tay, to pay 15 *s.* of distance-money.

In

PORT OF DUNDEE—*continued.*

In case of dispute, the distance shall be ascertained by the bearings of the different headlands when the vessel was boarded.

One fourth more than the above rates to be paid for vessels boarded below Broughty Ferry, during the months of November, December, January, and February, in each year; but this additional rate shall not apply to harbour pilotage.

RATES for the PILOTAGE of VESSELS from *Dundee Harbour* or *Carolina Roads* to the Ports and Creeks up the River *Tay*.

Draught of Water.	Balmerino or Kingoodie.	Errol or Polgavie.	Newburgh.		Inchyra, or Earn Mouth.	Perth.	
	Ships Coasting.	Ships Coasting.	Ships Coasting.	Ships from Foreign.	Ships Coasting.	Ships Coasting.	Ships from Foreign.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
8 feet or under	– 7 6	– 12 –	– 15 –	1 – –	– 18 –	1 – –	1 4 –
9 „ - -	– 8 –	– 14 –	– 17 –	1 2 –	1 – –	1 5 –	1 8 –
10 „ - -	– 8 6	– 17 –	1 2 –	1 5 –	1 4 –	1 10 –	1 15 –
11 „ - -	– 9 –	- - -	1 7 –	1 10 –	- - -	1 15 –	2 – –
12 „ - -	– 9 6	- - -	1 12 –	1 16 –	—		
13 „ - -	– 10 –	- - -	2 – –	2 4 –	—		
14 „ - -	– 10 6	- - -	2 6 –	2 10 –	—		
15 „ - -	– 11 –	- - -	2 10 –	2 16 –	—		
16 „ - -	– 11 6	- - -	2 15 –	3 – –	—		

No. 2.—RETURN of the NAMES and AGES of all PILOTS or APPRENTICES Licensed or authorised to act, and of all PILOTS and APPRENTICES acting mediately or immediately under the Pilotage Board of *Dundee*, whether so licensed or not.

(1.)—LICENSED PILOTS:

1. William Bell - - - age, 55 years.
2. James Watson - - - „ 48 „
3. John Chalmers - - - „ 28 „
4. David Crammond - - „ 48 „
5. John Harrower - - - „ 52 „
6. William Gilchrist - - „ 56 „
7. James Gall - - - age, 45 years.
8. James Donaldson - - „ 31 „
9. William Jack - - - „ 64 „
10. David Henderson - - „ 50 „
11. David Kidd - - - „ 26 „
12. James Boyach - - - „ 35 „

(2.)—SUPERNUMERARIES NOT LICENSED.

1. Robert Ferrier - - - - - - - - - - - - - age, 39 years.
2. James Kirkaldy Cook - - - - - - - - - - - - „ 58 „
3. David Sime - - - - - - - - - - - - - „ 24 „

No Apprentices at present.

No. 3.—RETURN of the SERVICE for which each Pilot is Licensed.

To pilot vessels into and out of the River Tay, and into and out of the Harbour and Docks of Dundee.

PORT OF DUNDEE—*continued.*

No. 4.—RETURN of the RATES of PILOTAGE for the time being in force.

Reference is made to the Rules and Regulations, and Table of Rates, pp. 187–189.

No. 5.—RETURN of the TOTAL AMOUNT received for PILOTAGE, distinguishing the several Amounts received from British Vessels and Foreign Vessels respectively, and the several Amounts received in respect of Vessels paying different Rates of Pilotage, and the several Amounts received for the several Classes of Service rendered by Pilots, together with the Number of the Vessels of each of the Classes paying such Amount as aforesaid.

The particulars are as follows:—

					£.	s.	d.
British vessels piloted inward,			202	Pilotage	342	5	11
Foreign	ditto	ditto	361	ditto	563	16	9
British	ditto	outwards	149	ditto	249	18	–
Foreign	ditto	ditto	239	ditto	338	11	3
TOTAL			951		£. 1,494	11	11

No. 6.—RETURN of the RECEIPT and EXPENDITURE of all MONEYS received in respect of PILOTS or PILOTAGE.

The expenditure of the moneys derived from the pilotage for this last financial year, being from 1st March 1853 to 1st March 1854, consisted as follows:—

	£.	s.	d.
1. The wages, &c., to the pilots amount to	775	14	11
2. In addition to which the sum of 22 *l.* has been paid to each of the pilots, in name of bonus, amounting to	277	6	8
3. Over and above their weekly pay and bonus, the pilots have been furnished with provisions while on board the cutter, and the accounts for these amount to	213	16	3
4. The general expenditure, tear and wear of the cutter, insurance, new boats, expense of management and miscellaneous charges amount to	261	10	1
5. There has been expended on the new pilot cutter, out of the ordinary revenue, in payment of extras, such as pig-iron ballast, water-tanks, extra chains, extra carpenter and blacksmith's work	155	1	–
6. The committee were enabled to pay the subscribers interest on the capital originally subscribed, at the rate of five per cent., 33 *l.* 10 *s.*, and, to the additional subscribers, interest on their capital of 420 *l.* from date of advance to present time, 8 *l.* 19 *s.* 4 *d.*	42	9	4
	£. 1,725	18	3
By the agreement with the subscribers, the committee are bound to lay aside annually a Sinking Fund of not less than 7½ per cent. for the redemption of the capital; but considering the state of the funds, and after giving the pilots a suitable remuneration for their services for the year, they are enabled to increase the rate as heretofore to 10 per cent. on the original as well as the additional capital	109	–	–
So that the Total Expenditure amounts to	£. 1,834	18	3

11 January 1855.

James M'Ewen, Secretary.

PORT OF GLASGOW.

No. 1.—RETURN of all Bye-Laws, Regulations, Orders, or Ordinances relating to Pilots or Pilotage now in force within the Jurisdiction of the Pilot Board of the Port of *Glasgow*; for the Year ending 31 December 1854.

CLYDE PILOTS.—BYE-LAWS AND REGULATIONS, &c.

At Glasgow, the 9th day of January 1849, convened,—The Honourable James Anderson, Lord Provost; Andrew Galbraith, Lord Dean of Guild; and Messrs. George Henderson, George Smith, James Allan, David Chapman, John Macdowall, and James Rocheid Forrest; being a legal quorum of the members of the Board for licensing Pilots employed in the Navigation of Vessels on the River and Frith of Clyde, trading to and from the Harbour of the Broomielaw.

In virtue of the powers conferred by the Acts of Parliament 6 Geo. 4, c. 118, and 9 Vict., c. 23, the said Board hereby repeal the regulations and table of rates enacted prior to this date, such repeal to take effect from and after the 1st of February 1849; and enact and ordain the following Bye-laws and Regulations, and Table of Rates for Pilotage, to be strictly observed and enforced from and after the said 1st day of February 1849, till expressly altered.

Bye-Laws and Regulations.

1.—*Pilots licensed by Board only to pilot Vessels.*—That no person shall presume to navigate or to act in piloting any ship or vessel whatever, exceeding 60 tons burden, between the harbour of Port-Glasgow and the harbour of the Broomielaw, other than the pilots duly licensed by the Board, under a penalty not exceeding 5 *l.* for each offence, besides all damages and expenses.

2.—*Special Pilots may be licensed for regular Traders and River Steamers.*—That stated or regular coasting traders, and the steamers regularly frequenting the harbour of Glasgow shall respectively, upon application to the Board, receive a licence for the masters of such vessels, if found qualified, to pilot such regular or stated vessels and steamers; but it shall not be lawful for such pilots to pilot any other vessel whatever; the sum of one guinea, after mentioned, being always payable by such regular or stated traders and steamers.

3.—*Qualification of Pilots.*—That no person (other than those specified in Article 2) shall hereafter be appointed as a pilot who has not previously acted as such under the Board, or who has not been, for the period of at least seven years, actively employed as a seafaring man, and who has not for three years of that period sailed in a square-rigged vessel.

4.—*Expiry of Licences.*—All licences issued by the Board shall be granted up to and including the 31st day of January next ensuing after the date of the licence, unless the Board shall otherwise see cause to withdraw or suspend such licence.

5.—*Pilots to find Caution, &c.*—Every person licensed by the Board shall find sufficient caution, to the extent of 10 *l.*, for his proper conduct and behaviour, and his strict compliance with the present and any other regulations enacted or to be enacted by the Board, besides his being personally responsible for all damages and expenses that may be incurred.

6.—*The Board may withdraw Licences.*—That any or every licence granted or renewed by the Board may be either temporarily or permanently withdrawn, at any time and in such manner as to the Board shall seem meet.

7.—*Pilotage, how to be paid.*—That the pilotage exigible by the respective pilots shall (until otherwise directed by the Board) be payable to the collector of the tonnage duties, along with the river and harbour rates and duties, in the case of inward-bound vessels, by the master or person in charge of the vessel on arriving at the harbour, upon the production by the pilot who may have had charge of the vessel, of a certificate, signed by the master of the ship, stating the draught of water, and that the pilot had conducted the vessel to the harbour; and in the case of outward-bound vessels, the pilotage shall be paid in advance to the collector of the said duties, along with the harbour and river rates and duties outwards, upon a certificate by the master stating the draught of water. And the collector shall, upon proof in each case that the pilot had properly and satisfactorily performed his duties, pay over to him all such sum or sums of money as shall have been paid to or received by him as aforesaid, under deduction of the poundage after mentioned.

8.—*All Pilotage to be paid over to Collector, &c.*—The Board, considering that the first-class pilots, when piloting vessels to the Cloch, are in the practice of getting a certificate from masters for piloting only the length of the tail of the bank, and getting payment of the pilotage themselves, from the masters, for piloting from the tail of the bank seaward (the consequence of which is, that the collector has no means of ascertaining the amount of pilotage received by them, and the consequent per-centage payable to the Pilot Fund), hereby direct that all pilotage shall hereafter be paid to the collector, who shall thereafter pay over the same to the respective pilots, under deduction of the 10 per cent. to the Pilot Fund, upon production of the master's certificate; and the Board farther direct, that if any pilot shall hereafter be found contravening this rule, he shall be liable in a penalty not exceeding 5 *l.*, or the forfeiture of his licence, in the option of the Board. And in any case of pilots getting vessels from the tail of the bank seaward, and which do not pass through the books of the collector, the pilots shall themselves, on receiving the pilotage, hand over the per-centage to the collector; otherwise the pilot or pilots neglecting to do so shall be liable to the like penalty or forfeiture.

9.—*Collector to retain a Poundage from Pilotage.*—That the collector shall retain 10 per cent., or 2 *s.* per pound, upon all pilotage received by him, to be applied to the purposes after mentioned.

10.—*Annual Payment by Pilots.*—That every pilot shall pay the sum of one guinea on receiving his licence, and a like sum annually on receiving a renewal of the same, which payments shall be applied to the purposes after mentioned.

PORT OF GLASGOW—*continued.*

11.—*Fund for Relief of Pilots.*—That said payments shall constitute a fund, to be called "The Pilots' Fund," for the relief of such pilots licensed by the Board (other than those licensed under Article 2), as may, from advanced age, or from accident or infirmity, not resulting from misconduct, be in indigent circumstances. The said funds to be under the exclusive management of the Board, or a committee thereof, and to be applied and distributed in such manner, to such an extent, and under such rules and regulations, as the Board or the said committee shall order and direct; and relief may, if the Board shall see cause, be given to the widows and orphans of such pilots as may be found to have died in destitute circumstances.

12.—*Pilots must contribute to Fund Three Years.*—That every pilot must have contributed to the Pilot Fund for at least three years, before his claim on the fund can be recognised by the Board.

13.—*Pilots to satisfy themselves of the Accuracy of Masters' Certificates, &c.*—That no pilot shall take less than the authorised and established rate of pilotage, and every pilot shall satisfy himself of the actual draught of water of the vessel he is employed to pilot before the departure of such vessel, when outward-bound, or on the arrival at the harbour of such vessel, when inward-bound; and every pilot shall, in all cases, examine and satisfy himself of the accuracy of the master's certificate; and if he shall be privy, or shall consent to a false certificate by the master in regard to the draught of water or otherwise, being delivered to the collector, he shall be liable in a penalty not exceeding 5 *l.*, besides the forfeiture of his licence, and all claims to whatever pilotage may be due to him.

14.—*Pilots to take their Turns.*—That all the pilots shall be bound to take their respective turns inwards or outwards, unless a letter be transmitted to either of the pilot-masters at Glasgow or Greenock, subscribed by the owner or agent of any vessel, requesting the services of a particular pilot; in which case, the pilot-master shall instruct the pilot so selected to proceed immediately to the vessel, and take charge accordingly. Such letter from the owner or agent of a vessel must be lodged prior to the clearing out of the vessel, or the deposit or advance being paid into the tonnage office; and in no case shall any pilot, either directly or indirectly, solicit the master, owners, or agents, or any other party interested, for the pilotage of any particular vessel, under a penalty not exceeding 5 *l.*

15.—*One Half of Pilots to reside at Glasgow, and the other Half at Greenock.*—That one half of the pilots shall reside at Glasgow, and the other half at Greenock, and none of the Greenock pilots shall be employed in piloting any vessel from Glasgow to Greenock, until all the Glasgow pilots are employed; and the same rule shall apply to the Greenock station.

The last pilot on the roll shall, at all times, take charge of any vessel going to or coming from intermediate stations on the river, which shall not be held or accounted a turn.

16.—*Pilots on Arrival to call at Pilot-office, &c.*—Every pilot on bringing up a vessel to Glasgow must, on his arrival, or at least within 12 hours thereafter, call at the pilot-office in Glasgow, and, in his own handwriting, insert his name in the book kept there for the purpose, that thepilot-master may be thus made aware of the pilot's being again ready for duty; and, in like manner, every pilot in taking down a vessel must, within the time above specified, call at the pilot-office in Greenock, and insert his name in the book to be kept there; and the above rule to be observed by all pilots after returning to their own stations; and in no case shall a pilot leave Glasgow or Greenock, as the case may be, after bringing up or taking down a vessel, without first receiving permission from the pilot-master, whose signature, on the back of the "master's certificate," shall be held as sufficient proof thereof, Saturday night or Sunday excepted; and any pilot omitting to observe this regulation, shall be subjected in a penalty not exceeding 1 *l.* 1 *s.*, to be paid to the "Pilot Fund," besides dismissal, in the discretion of the Board.

17.—*Pilots to attend during Tide-time.*—That all pilots, when booked, must attend at their respective stations at Glasgow or Greenock during tide-time; and when appointed to a vessel, must attend that vessel at least three hours before high-water, or one hour before the appointed time for sailing, under the penalty of 5 *s.* towards the "Pilot Fund" for each offence; that one of the pilots shall attend upon the quays three hours before and until high-water; and another of the pilots at high-water, and for three hours thereafter, to render assistance in case of need under the like penalty, the pilot-master to appoint the particular pilots to take this duty.

18.—*No First-class Pilot to attempt to board Vessels outside Tail of Bank, except booked.*—That no first-class pilot shall attempt to board a vessel outside of the tail of the bank, except he is first booked at the pilot office at Greenock to take his regular turn, under a penalty of 1 *l.* 1 *s.* towards the "Pilot Fund" for each offence, besides deprivation of his licence, in the discretion of the Board.

19.—*Pilots to take Turns.*—That any pilot once booked for a vessel and losing his turn, shall not be entitled to be entered again upon the book, until the pilot that has taken his vessel returns, or has time to return, and be booked; and it shall be imperative on those not on duty to call at the pilot-master's office daily, between the hours of 7 and 8 o'clock p.m.; and in the event of their neglecting to do so, shall forfeit their turn for duty.

20.—*Pilots not to leave Vessel.*—That no pilot shall leave any vessel after being appointed to the charge, unless in cases of arrestment, or some such unforeseen cause, until such vessel be properly moored at her place of destination, under a penalty not exceeding 5 *l.*, or the forfeiture of his licence, in the option of the Board.

21.—*Pilots to obey Harbour-master's Instructions.*—That any pilot having the charge or direction of any vessel in the harbour, who shall neglect or refuse to obey such orders or instructions as may from time to time be given to such pilot by the harbour-master or harbour-masters respectively, or others acting under him or them, relating to the mooring or unmooring, moving or removing, the vessel under charge of such pilot, shall be liable in a penalty not exceeding 5 *l.*, besides the forfeiture or suspension of his licence, at the discretion of the Board; and, in cases of emergency, pilots shall assist the harbour-master in securing or shifting vessels in the harbour; and they shall be entitled to 3 *s.* for each tide's work, from the master of any ship they may be employed in securing or shifting.

22.—*Pilots bound to assist Harbour-masters, &c.*—That all pilots shall be bound, when not on duty, to render all assistance in their power to the vessels leaving the harbour, under the instructions of the harbour-master or his deputies, and shall also assist the police and other officers of the harbour in the discharge of their duty.

23.—*Pilots acting Carelessly or Negligently.*—That any pilot who, from carelessness or negligence, shall allow the vessel under his charge to get aground or into collision with another vessel, and thereby occasion delay to the sailing of the vessel, or who may occasion damages or unnecessary delay by or in consequence of mooring the vessel in an improper place or station, shall be liable in a penalty not exceeding 5 *l.*, besides all damages and expenses.

24.—*Pilots found intoxicated.*—That any pilot found in a state of intoxication when required to take charge of a vessel, or getting intoxicated while on duty, shall, besides forfeiting all claim to remuneration for his services, be liable for the first offence, in a penalty not exceeding 5 *l.*; and for the second offence he shall not only forfeit all claim to remuneration, but shall likewise be subjected in a penalty not exceeding 5 *l.*, and be deprived of his licence.

25.—*Vessels*

PORT OF GLASGOW—*continued.*

25.—*Vessels lying Aground, &c.*—That pilots having charge of vessels lying aground, or at anchor in the river, shall take care that the vessels' booms be lowered and made fast upon the taffrail, by the mainsheet being brought hard home and belayed; that their anchors be not laid in the deepened channel, unless absolutely necessary; that the anchors shall have a conspicuous and proper buoy attached thereto by a sufficient rope, which shall in no case exceed four fathoms in length; and if vessels take the ground across the Channel, that their bowsprits (if running) and jib-booms shall be rigged in; all under a penalty not exceeding 5*l.* for each offence or neglect, besides damages.

26.—*In cases of Vessels getting foul of each other.*—That pilots shall take care that all sailing vessels under their charge sailing in the River and Frith of Clyde, and beating to windward and meeting in opposite tacks, shall avoid getting foul of each other, by the vessel on the starboard tack keeping to the wind, and the vessel on the larboard tack bearing up, so as to pass easily astern of the other, under a penalty not exceeding 5*l.* for each offence, besides damages. Steam-vessels to pass each other always on the port side, under a like penalty.

27.—*Pilots to have Copies of Regulations, &c.*—That every pilot shall be in constant possession of a copy of these regulations, with the table of fares and his licence thereto attached, and shall produce the same when required, under a penalty not exceeding 40*s.* for each offence; and shall likewise be in possession of a copy of the river and harbour regulations enacted by the Parliamentary Trustees on the River Clyde; and shall be bound at all times not only strictly to comply with the said harbour and river regulations themselves, but also to instruct others, especially the masters of stranger vessels, in so far as the same may be applicable to persons navigating vessels on the said river, and shall particularly direct the attention of masters of vessels to the 20th, 24th, 60th, and 61st Articles of the Harbour and River Regulations; all under the like penalty.

28.—*Damages and Penalties, how to be sued for.*—That the damages incurred from breach of the preceding regulations may be sued for and recovered at the instance of any party interested; and the penalties at the instance of the procurator fiscal of the court, of the bailie on the River and Frith of Clyde, or of the pilot-master or superintendent of police of the harbour of Glasgow, or of any other party to be named by the Board.

29.—*Classification of Pilots.*—The pilots shall be classified in the following order:—

First Class.—All pilots licensed to pilot every description of vessel, of whatever size, in the River and Frith of Clyde.

Second Class.—All pilots licensed to pilot every description of vessel, of whatever size, between the harbour of Glasgow and Greenock, or the tail of the bank.

Third Class.—All pilots licensed to pilot regular traders and river steamers under the 2d article of the regulations.

N.B.—The Board shall fix from time to time the respective pilots to be stationed at the several localities in the river and frith.

30.—*Board to meet Annually.*—The Board shall meet annually (without prejudice to meeting oftener if necessary) in the court-hall of the bailie of the River and Frith of Clyde, upon the second Tuesday of January, at noon, to consider the regulations and table of fares now enacted, and the conduct and behaviour of the pilots; to renew the licenses formerly granted, unless the Board see cause to the contrary; and also, if deemed expedient, to grant licences to such new applicants as may be considered duly qualified; and generally to transact any other business of the board.

31.—*Committee of Superintendence.*—The Board shall at the annual meeting appoint a standing committee of superintendence, to meet at Glasgow, for the purpose of managing and from time to time distributing, as shall be deemed expedient, the "Pilots' Fund" before mentioned, and for receiving and disposing of any complaints as to the conduct and behaviour of the pilots, as well as for considering any applications that may be lodged, and recommending to the Board to grant licences to such parties as they may consider, after due inquiry, qualified to act as pilots; and when required by the committee, the clerk is authorised to call a meeting of the Board on an early day, for receiving and disposing of such reports as the committee may find it necessary to make.

32.—That all the expenses of the Board, including the salaries of the pilot-masters, shall be defrayed out of the "Pilot Fund."

Regulations to be hung up in conspicuous Places, &c.—The Board appoint the foregoing regulations and annexed table of fares to be printed in legible characters, and affixed in conspicuous places about the harbours of Glasgow, Port-Glasgow, and Greenock and likewise to be hung up in the chambers of the bailie of the River and Frith of Clyde, and in the offices of the pilot-masters at Glasgow and Greenock; and when effaced and obliterated, to be reprinted or renewed.

TABLE of PILOTAGE RATES referred to in the foregoing Regulations.

	s.	*d.*	
From Greenock, or off Greenock, or the Tail of the Bank, to Glasgow; or from Glasgow to Greenock, or off Greenock, or the Tail of the Bank, for all vessels under 10 feet draught of water	1	6	per foot.
Vessels with 10 feet draught of water and under 12 feet	2	—	„
Vessels with 12 feet draught of water and not exceeding 15 feet	2	6	„
All vessels exceeding 15 feet draught of water	3	—	„

Vessels to and from Bowling Bay or Dumbarton to be charged at two-thirds of the above rates; and vessels to or from Renfrew or Dalmuir to Greenock or Port-Glasgow, or from the last-mentioned ports to Dalmuir and Renfrew, to be charged the same rates as from Glasgow.

Odd inches to be charged and paid in proportion.

Two-thirds only of the above rates exigible in respect of vessels towed by steam.

From any place betwixt the Cumbray Light and the Cloch Light, or from the anchorages at Fairlie Roads, Rothesay Bay, or the quarantine station, Holy Loch, to Greenock, or off Greenock or the Tail of the Bank, 1½*d.* per ton.

From any place inside of the Cloch Light, or from the anchorage at Gourock Road or the Tail of the Bank to Greenock or off Greenock, ¾*d.* per ton.

Vessels inward bound, not boarded until nearer Greenock than the Bay of Quick, ½*d.* per ton.

From Greenock or off Greenock to Port-Glasgow or off Port-Glasgow, ¾*d.* per ton.

N.B.—The same chargeable for like distances outwards.

In

PORT OF GLASGOW—*continued.*

In cases of vessels anchoring at the tail of the bank, outward bound, the pilot shall, if required, afterwards go and assis her out to any distance the master may desire, betwixt the Cloch and the Cumbray, without any additional charge to the 1½d per ton; and failing the pilot's attending, another pilot may be hired in his stead, who shall have three farthings per ton fo taking the vessel from the tail of the bank out, leaving one halfpenny per ton as the allowance for piloting from Greenock, o off Greenock, to the tail of the bank.

Any pilot going on board ship liable to quarantine, or which may otherwise be detained by the way, at the request of th owner or master, shall be paid, in addition to his pilotage, 4*s.* per day, of 24 hours, for every day he may be detained o board.

Fractional tonnage to be charged and paid in proportion.

Two-thirds only of the above rates exigible in respect of vessels towed by steam.

N. B.—Ship-masters not to be bound to take a pilot below the tail of the bank, except in their option.

Extracted from the Minutes of the Board, by

A. Turner, Secretary.

LICENCE granted by the Parliamentary Board for Licensing Pilots on the River and Frith of Clyde.

THESE are to certify, to all whom it may concern, that the bearer, has bee licensed as [*Insert here the particular class*] class pilot, on board the [*Insert here name of vessel when licensed unde Class Third*] on the River and Frith of Clyde, under the authority of the Acts of Parliament, 6 Geo. 4, c. 117, and 9 Vict c. 23, and that he has found caution to conform himself to the preceding Regulations.

Given under the hand of the clerk to the Board at Glasgow, the day of 18 years.

N. B.—Each pilot to pay the expense of his license and bond of caution, viz.: 5*s.*

FORM of CERTIFICATE to be granted by the Master or Others in charge of Vessels in terms of the 6th Regulation.

Date, 18 .

THIS is to certify that has piloted the drawing feet inches, from to

, Master.

ADDITIONAL BYE-LAWS and REGULATIONS for the Government of the Pilots on the River *Clyde.*

At Glasgow, the 14th January 1851, the Members of the Pilot Board being assembled.

THE letter from Mr. M. Gavin as to granting annuities to widows of pilots, &c. which was laid before the last meeting o the committee, and ordered to lie over for the consideration of this meeting, was then read. After full consideration, th Board resolved that, after this date, and until altered by the Board, allowances shall be made out of the Pilot Fund, according to the following scale; viz.

	s.	*d.*	
To pilots, when and so long as they are disabled from work - - - - - -	12	–	a week.
To widows of pilots - - - - - - - - - - - - - -	6	–	„
To each of the children of a deceased pilot, until they severally arrive at 14 years of age -	1	6	„

Note.—To entitle a pilot, or his widow, or children to these allowances, he must (in terms of Article 12 of th Regulation) have contributed to the fund for three years.

The Board farther resolved that in future persons admitted as pilots shall pay the following sums to the Pilot Fund:

	£.	*s.*	*d.*
If between 20 and 35 years of age - - - - - - - - - -	5	–	–
If between 35 and 45 years of age - - - - - - - - - -	10	–	–

And no person above the age of 45 years shall be admitted.

At Glasgow, the 7th day of March 1851, at a Meeting of the Pilot Board.

A LETTER from Mr. Simpson, pilot-master, Greenock, sending a draft of certain proposed additional Rules for the guidanc of the pilots at Greenock, was read, and the meeting having considered the matter, enact the following

RULES:

1.—When a vessel arrives in the roads of Greenock, or at the tail of the bank, for orders, no pilot shall be appointed unti it is ascertained with certainty that she is going up the river.

2.—When a vessel is proceeding up the river with an ebb tide, the ebb watch shall board her, and the last pilot on the roll or the last in turn in the boat, shall pilot the vessel. Should the vessel have occasion to anchor owing to little wind, and ge under weigh again before low-water, such pilot shall keep by her; but should she remain at anchor until flood tide, the the vessel shall be taken in charge bythep ilot in turn on the flood tide.

3.—Whe

PORT OF GLASGOW—*continued.*

3.—When a vessel is proceeding from Greenock Harbour up the river, the pilot last on the roll at low water of the tide she goes with, shall pilot the vessel. When more than one vessel is going from Greenock Harbour up the river with the same tide, the first vessel known to be going, or the first entered in a book to be kept for that purpose, shall be taken by the pilot last in turn.

4.—When a pilot returns from Glasgow after office hours (eight o'clock) at night, or before office hours (eight o'clock) in the morning, or on a Sunday, he shall, provided he immediately goes and relieves the ebb watch, be considered the last on the roll, in the same manner as if he had signed the pilot-master's book.

5.—Any pilot not attending at low water during his watch, or not being in time to go in the boat when boarding a vessel, shall pay a penalty of 5 *s.* to the Pilot Fund. Should a vessel be allowed to go past Greenock on the ebb tide without a pilot, the ebb watch or the pilot in fault shall pay the pilotage.

At Glasgow, the 13th day of January 1852, at a meeting of the Pilot Board.

Resolved, that in future new pilots shall, for the first six months after their appointment, be restricted to vessels having a light draught of water, during which they shall reside in Glasgow; after that they shall go to Greenock, and reside there permanently. As vacancies occur in the Glasgow pilots, the Greenock ones may, on obtaining the approval of the Board, be transferred to Glasgow, according to seniority.

At Glasgow, the 13th day of June 1853, at a general meeting of the Pilot Board.

The Board hereby enact the following as the charges to be made for deep-sea pilotage; viz.

		£.	*s.*	*d.*
From Greenock to	Liverpool	8	–	–
,,	Bristol Channel	12	–	–
,,	English Channel	15	–	–
,,	Cove of Cork	12	–	–
,,	Duncansbay Head	10	–	–
,,	Leith	10	–	–
,,	Shields or Sunderland	12	–	–
,,	Hull or London	15	–	–

Further appoint a copy of this minute, containing the foregoing charges, to be handed to the pilot-masters at Glasgow and at Greenock, in order that they may communicate the same to the several pilots; and ordain the deep-sea pilots, on returning from their voyage, to hand the full sums received by them for pilotage to the collector, and a note of their expenses to the treasurer, who will pay them the amount if found correct; the pilotage to be paid in the usual manner at the end of the month, less the 10 per cent.

Extracted from the Minutes of the Pilot Board.

Nos. 2 & 3.—RETURN of the NAMES and AGES of all PILOTS Licensed or authorised to act by the Pilot Board of the Port of *Glasgow*; for the Year ending 31 December 1854.

NAMES OF PILOTS.	Age on last Birthday.	Whether Licensed or authorised.	Service for which Licensed or authorised to act.	NAMES OF PILOTS.	Age on last Birthday.	Whether Licensed or authorised.	Service for which Licensed or authorised to act.
Thomas Driver	58	Yes	2d class.*	Colin Campbell	72	Yes.	
James Macfarlane	55	Yes.		Luke Shelly	43	Yes.	
Neil M'Kelvie	57	Yes.		John Wylie	42	Yes.	
John Barrie	39	Yes	2d class.	James M'Chleary	36	Yes.	
Thomas Kerr	29	Yes.		Magnus Park	42	Yes.	
James Murray	56	Yes.		James Higham	33	Yes.	
Dougal Campbell	36	Yes.		Duncan M'Intyre	46	Yes.	
James Johnston	68	Yes.		Robert Crooks	44	Yes.	
Daniel Gillies	46	Yes	2d class.	John M'Kelvie	37	Yes.	
Robert Somerville	58	Yes	2d class.	James Park	38	Yes.	
James Morrison	40	Yes.		Alexander Alexander	39	Yes.	
John Campbell	44	Yes	2d class.	Daniel Mowat	32	Yes.	

* The second-class pilots are only authorised to pilot vessels to or from Greenock; the others are licensed to go to the utmost limits to which the Board's authority extends, if employed by the master of the ship, but their employment is not compulsory.

PORT OF GLASGOW—*continued.*

No. 4.—RETURN of the RATES of PILOTAGE now in force, including the Rates and Descriptions of all Charges upon Shipping made for or in respect of Pilots or Pilotage at the Port of *Glasgow*, for the Year ending 31 December 1854.

See Table of Rates preceding, at pages 193, 194, and Deep-sea Pilotage Rates, in additional Bye-laws, p. 195.

No. 5.—RETURN of the TOTAL AMOUNT received for PILOTAGE of VESSELS Into and Out of the Port of *Glasgow*, distinguishing the Amounts received from British Vessels and from Foreign Vessels respectively, and the several Amounts received in respect of Vessels paying different Rates of Pilotage, and the several Amounts received for the several Classes of Service rendered by Pilots, together with the Number of the Vessels of each of the Classes paying such Amounts as aforesaid; for the Year ending 31 December 1854.

(1.)—INWARDS.

DISTANCES for which PILOTED, According to the different Distances in the Scale of Rates.	BRITISH VESSELS.								FOREIGN VESSELS.		TOTALS.	
	COASTERS.				OVERSEA.				UNPRIVILEGED.			
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Greenock to Bowling -	140	148 – –	156	87 – –	–	– – –	–	– – –	–	– – –	296	235 – –
From Greenock to Glasgow -	79	68 – –	713	598 2 8	4	4 4 –	373	421 7 7	145	134 15 9	1,314	1,226 10 –
TOTAL - - -	219	216 – –	869	685 2 8	4	4 4 –	373	421 7 7	145	134 15 9	1,610	1,461 10 –

(2.)—OUTWARDS.

From Glasgow to Bowling -	1	– 6 2	4	1 7 –	–	– – –	–	– – –	–	– – –	5	1 13 2
From Glasgow to Greenock -	16	11 4 6	841	686 2 11	2	2 5 6	658	834 16 2	183	233 – 1	1,700	1,767 9 2
From Glasgow to Gareloch -	17	77 4 10	–	– – –	–	– – –	–	– – –	–	– – –	17	77 4 10
From Glasgow to The Cumbrays - - - -	18	84 16 9	–	– – –	–	– – –	–	– – –	–	– – –	18	84 16 9
TOTAL - - -	52	173 12 3	845	687 9 11	2	2 5 6	658	834 16 2	183	233 – 1	1,740	1,931 3 11

No. 6.—ACCOUNT of the RECEIPT and EXPENDITURE of all MONIES received by or on behalf of the Pilot Board of the Port of *Glasgow*, in respect of Pilots or Pilotage; for the Year ending 31 December 1854.

Dr.	£. s. d.
To amount of fees received from applicants for licences and certificates - - -	144 14 –
To amount received for fines and forfeitures	6 12 2
To gross amount received for inward pilotage - - - - - - - - -	1,461 10 –
To gross amount received for outward pilotage - - - - - - - - -	1,931 4 9
To amount received from interest - -	40 18 –
£.	3,584 18 11

Cr.	£. s. d.
By amount paid for salaries of secretary, clerk, and other officers - - -	179 8 8
By amount paid for rent of offices, &c. -	47 10 5
By amount paid for pensions or superannuations - - - - - -	87 2 –
By amount paid to pilots - - - -	3,053 10 2
By amount paid for general charges - -	46 15 6
By amount of surplus revenue - - -	170 12 2
£.	3,584 18 11

January 18, 1855.

A. Turner, Secretary.

PORT OF GREENOCK.

No. 1.—RETURN of all Bye-laws, Regulations, Orders, or Ordinances relating to Pilots or Pilotage now in force within the Jurisdiction of the Pilotage Board of the Port of *Greenock*; for the Year ending 31 December 1854.

REGULATIONS for the Government of Pilots on the River *Clyde*.

1.—That no person be permitted to ply as a pilot on the River Clyde betwixt the Cumbray Light and Port Glasgow, including all the intermediate ports, without being duly licensed under the authority of the Acts 41 Geo. 3, c. 51, 50 Geo. 3, c. 167, and 57 Geo. 3, c. 32.

2.—Every pilot so licensed shall carry with him a printed copy of these regulations and rates, with his licence attached, and produce the same when required, under a penalty of 5 *l.*

3.—Pilots, when not otherwise engaged, are to proceed, without hesitation, to take charge of any vessel, as soon as they may be required to do so by the owner or master of such vessel, under a penalty of 5 *l.*

4.—Any pilot, from carelessness, getting the ship under his charge aground, or foul of another vessel, so as to occasion damage, either while navigating the ship, or from mooring in an improper place, shall forfeit his pay and be made answerable for the damage, as circumstances may suggest to be proper, besides being subjected in a penalty of 5 *l.*

5.—Pilots, when piloting vessels passing each other, are required to observe the following orders, promulgated by the Lords of the Admiralty and the Trinity House, London, and that under a penalty of 5 *l.* for each neglect of any one of them; viz.,—

"That sailing vessels having the wind fair shall give way to those on a wind. That when both are going by the wind, the vessel on the starboard tack shall keep her wind, and the one on the larboard tack bear up, thereby passing each other on the larboard hand. That when both vessels have the wind large or a-beam, and meet, they shall pass each other in the same way on the larboard hand, to effect which two last-mentioned objects the helm must be put to port. And as steam vessels may be considered in the light of vessels navigating with a fair wind, and should give way to sailing vessels on a wind on either tack, the following rule shall be observed; viz.,—When steam vessels on different courses must unavoidably or necessarily cross so near that by continuing their respective courses there would be a risk of coming in collision, each vessel shall put her helm to port, so as always to pass on the larboard side of each other. A steam vessel passing another in a narrow channel must always leave the vessel she is passing on the larboard hand."

6.—If any pilot shall demand or take a higher rate of pilotage than anthorised by the annexed table, he shall, upon conviction before any one of the magistrates of Greenock or Port Glasgow, be liable in a penalty of 5 *l.*

7.—Any person pretending to be a pilot, and acting as such without being duly licensed, shall, upon conviction, be subjected to a fine of 5 *l.*, besides being found liable in all expenses.

8.—That if any pilot get intoxicated while in the discharge of duty, in addition to forfeiture of his pay, he shall, for the first offence, be suspended for three months; for the second offence, six months; and for the third offence he shall be deprived of his licence, and prohibited from acting as a pilot on the River Clyde in all time coming.

N. B.—In order that this regulation may be strictly enforced,—

Resolved, "That printed copies of those regulations be put into the hands of the harbour-masters of Greenock and Port Glasgow, for circulation among ship-masters; and with instructions to request each shipmaster to furnish the harbour-master with a report of the manner in which the pilot employed by him conducts himself while in the discharge of duty; and that a book for entering these reports be kept by the said respective harbour-masters, and produced from time to time to the magistrates of Greenock and Port Glasgow, in order that they may be enabled to judge of the propriety of continuing or withdrawing the licence."

9.—The licensing court shall meet annually, in terms of the above-recited Acts, within the Town Hall of Greenock, upon the first Tuesday of November, at noon, to examine into the conduct and behaviour of the pilots, and reconsider these regulations and rates; and at the court, every person holding a licence is, without further notice than what is contained in these regulations, required to attend and receive such instructions or directions as the court may think necessary, and this under the penalty of forfeiting his licence.

These certify, that ——— ——— is licensed as a pilot on the River Clyde in terms of the above-mentioned Acts.

Council Chambers, Greenock,
3 November 1840.

John Kerr Gray, Town Clerk.

PORT OF GREENOCK—*continued.*

Nos. 2 & 3.—RETURN of the NAMES and AGES of all PILOTS and APPRENTICES licensed or authorised to act by the Pilotage Board of the Port of *Greenock*, and of all PILOTS or APPRENTICES acting mediately or immediately under such Board, whether so licensed or not, with the Service for which each PILOT or APPRENTICE is licensed; for the Year ending 31 December 1854.

	NAMES OF PILOTS.	Age on last Birthday.	Whether Licensed or Authorised.		NAMES OF PILOTS.	Age on last Birthday.	Whether Licensed or Authorised.
1	Richard Adams	30	Yes.	15	Robert Lee	33	Yes.
2	William Adams	35		16	Alexander Murchie	65	
3	David K. Ashley	38		17	Archibald M'Bude	49	
4	Richard Blackney	60		18	Daniel M'Cormich	60	
5	Hugh Cameron	35		19	John M'Corquodale	45	
6	William Clank	66		20	Donald M'Kinlay	46	
7	James Crawford	55		21	John M'Lean	60	
8	Alexander Daw	40		22	Lachlan M'Neill	64	
9	William Duncan	45		23	Robert M'Neill	62	
10	John Foster	52		24	Hannibal Sloan	45	
11	John Galbreath	46		25	John Stewart	60	
12	Robert Grant	50		26	Daniel Taylor	60	
13	David Guthrie	45		27	Hugh Turner	43	
14	William Howieson	46		28	John Turner	36	

There are no apprentices licensed or authorised to act by the Pilot Board of the Port of Greenock.

No. 4.—RETURN of the RATES of PILOTAGE now in force, including the Rates and Descriptions of all Charges upon Shipping made for or in respect of Pilots or Pilotage at the Port of *Greenock*; for the Year ending 31 December 1854.

The accompanying TABLE of RATES exhibits the Rates and Descriptions of all Charges upon Shipping made for or in respect of Pilots or Pilotage at the Port of *Greenock*.

1.—From any place betwixt the Cumbray Light and the Cloch Light, or from the anchorages at Fairlie Roads, Rothesay Bay, or Quarantine Station, Holy Loch, to Greenock Roads and mooring, or to the quay and berthing, 1½ *d.* per ton register.

2.—When a vessel, inward-bound, is boarded outside of the south entrance of Lamlash Harbour, the pilot to receive ½ *d.* per ton additional.

3.—From any place inside of the Cloch Light, or from the anchorage at Gourock Road, or the tail of the Bank, to Greenock, 1 *d.*

4.—Vessels inward-bound, not boarded until nearer Greenock than the Bay of Quick, ½ *d.* per ton.

5.—From Greenock to Port Glasgow, 1 *d.* per ton.

6.—From Greenock Roads, unmooring and bringing into any of the harbours or docks; a ship, 5*s.*; a brigantine, 4*s.*

The same rates chargeable for like distances outwards, with the exception of the charge under Article 2, which is leviable on outward-bound vessels only in the event of the pilot being required to proceed with the vessel so far as the south entrance of Lamlash Harbour. All vessels sailing under foreign flags to pay one-half more than the above rates.

Any vessel anchoring at the tail of the Bank, outward-bound, the pilot, if required, is afterwards to go and assist her out to any distance the master may require, betwixt the Cloch and the Cumbray, without any additional charge to the 1½ *d.* per ton: failing the pilot's attending, another may be hired in his stead, who is to have 1 *d.* per ton for taking the vessel from the tail of the Bank out, leaving ½ *d.* per ton as the allowance for piloting from the quay to the tail of the Bank.

Any pilot going on board ship (liable to quarantine) at the request of the owner or master, is to be paid, in addition to his pilotage, 4*s.* 6*d.* per day of 24 hours for every day he may be detained on board.

Extracted from the records, by

Council Chambers, Greenock,
3 November 1840.

John Kerr Gray, Town Clerk.

PORT OF GREENOCK—*continued.*

No. 5.—RETURN of the TOTAL AMOUNT received for PILOTAGE of VESSELS Into and Out of the Port of *Greenock*, distinguishing the Amounts received from British Vessels and from Foreign Vessels respectively, and the several Amounts received in respect of Vessels paying different Rates of Pilotage, and the several Amounts received for the several Classes of Service rendered by Pilots, together with the Number of the Vessels of each of the Classes paying such Amounts as aforesaid; for the Year ending 31 December 1854.

NOTWITHSTANDING that instructions had been given to the pilots to keep such a return as now asked, they did not seem to understand these instructions, or rather I think they were unable to furnish to me the information necessary to make up the returns. It is believed, however, that the pilots are now putting down the information, and will consequently be in a position to make the required returns for the current year.

Note.—The gross receipts in respect of pilotage will be found under Return No. 6, below.

30 April 1855. *John K. Gray*, Clerk.

No. 6.—ACCOUNT of the RECEIPT and EXPENDITURE of all Monies received by or on behalf of the Pilotage Board of the Port of *Greenock*, in respect of Pilots or Pilotage; for the Year ending 31 December 1854.

	£.	s.	d.
To gross amount received for inward pilotage - - - - - - -	453	11	10½
To gross amount received for outward pilotage - - - - - - -	541	7	2½
£.	994	19	1

10 April 1855. *John K. Gray*, Clerk.

PORT OF IRVINE.

No. 1.—RETURN of all BYE-LAWS, REGULATIONS, ORDERS, or ORDINANCES relating to PILOTS or PILOTAGE now in force within the Jurisdiction of the Pilotage Committee of the Port of *Irvine*; for the Year ending 31 December 1854.

REGULATIONS for PILOTS at the Harbour of *Irvine.*

1.—THAT no person shall act as a pilot for or on board of any vessel trading to or from the harbour of Irvine without being first duly licensed by the provost and bailies of Irvine, and that under a penalty not exceeding 5*l.* sterling for each offence, besides all damages and expenses that may be incurred; and every pilot shall, upon his appointment, find caution for his good behaviour and faithful discharge of his duties.

2.—There shall at all times be not less than four standing pilots with two assistants and two pilot boats for the harbour, one of which pilots shall be captain pilot, having the superintendence of the others, but all of them to be subject to the orders of the harbour-master, and liable to be dismissed by the trustees at pleasure; but the magistrates and trustees to be nowise responsible for the acts of the pilots.

3.—The pilot boats shall be provided by the harbour trustees, but shall thereafter be maintained at expense of the pilots, and kept in good repair to the sutisfaction of the harbour-master; and the pilots are expressly prohibited from putting or carrying anchors or iron chains in the boats, and from using or employing the same for any purpose whatever other than for the piloting of vessels

4.—The pilots and their assistants shall at all times, when required by the harbour-master, without remuneration, sound the bar and river, and report the state of the same from time to time to the harbour-master, also lift and replace buoys, and do any other duty incumbent on them by their office as pilots, when required by the harbour-master to do so, under a penalty of not less than 10*s.* for each offence.

5.—The pilots and their assistants shall, on all occasions, be strictly sober and correct in their conduct, civil and obliging to all, and, in particular, shall never be found intoxicated or the worse of liquor; and every violation of any of the rules in this article shall subject the pilot offending to a penalty not exceeding 2*l.* sterling, besides deprivation of office, if the magistrates shall see fit.

PORT OF IRVINE—*continued.*

6.—The pilots shall be on the look-out for vessels during the whole day, and at night there shall be two of the principal pilots on the look-out, both in summer and winter, from the time of half-flood tide till half-ebb.

7.—The pilots, when not engaged in navigating vessels, shall always be in attendance at tide time, and shall assist, without remuneration, in transporting vessels from one berth to another, and mooring the same in such berths as the harbour-master may appoint, under a penalty not exceeding 20 *s.* for each offence.

8.—That in piloting vessels into the harbour, whether during the night or by day, the pilot shall at all times take sail off the vessel under his charge in good time when running up the harbour, so as to prevent damage to vessels lying there, under a penalty not exceeding 1 *l.* for each offence, besides damages.

9.—Each pilot shall at all times be in possession of a copy of these regulations, with his licence attached thereto, and shall always produce the same when required by any person having interest, under a penalty not exceeding 20 *s.* for each offence.

10.—It shall be the duty of the pilots, at all times when vessels approach the harbour, to pull well to the offing of the bar, if practicable, so as the vessel may have room to wear and stand off, if found necessary; but if not practicable to do so, then they shall give the earliest possible assistance to the vessel; and if at any time the pilots fail in duly attending to these directions, they shall be liable to a fine not exceeding 20 *s.* for each offence; besides which, the trustees may abate the pilotage dues, or such part thereof as they may see proper.

11.—A vessel is to be considered as piloted into Irvine Harbour when safely moored; and one pilot at least, or an assistant, shall always remain on board until she is so moored, under a penalty not exceeding 20 *s.* for each offence; and in event of pilots being detained on board more than a reasonable time, they shall be entitled to a corresponding extra allowance, at sight of the harbour-master.

12.—The pilotage to be exacted from all vessels of the burden of 25 tons and upwards shall be as follows:—

	d.	
For vessels arriving in ballast or part cargo, and sailing with cargo - -	1 ½	per registered ton.
For vessels arriving with cargo and sailing with cargo - - - -	1 ¾	„

besides 10 *s.* extra when a jack for a pilot has been hoisted; and which rates shall be paid to the harbour-master, and shall be exigible whether the vessel has had the services of the pilots or not, provided such services shall have been duly offered; excepting only in the case of vessels under 25 tons, which shall not be liable to pay any pilotage unless they have asked and had the services of the pilot. And in all cases where the pilots shall be detained on board of loaded vessels in the bay or otherwise, they shall be entitled to such reasonable remuneration for their extra services as the harbour-master shall fix.

13.—When at any time it is found necessary to take out the life-boat, the pilots and their assistants shall at all times be in readiness to form part of the crew for manning the boat, and the command shall be taken by the captain pilot, or, in his absence, by such other person as the harbour-master may appoint.

14.—Penalties, fines, or damages incurred by any breach of these regulations shall be sued for and recovered in terms of the Harbour Act.

Nos. 2 & 3.—RETURN of the NAMES and AGES of all PILOTS and APPRENTICES licensed or authorised to act by the Pilotage Committee of the Port of *Irvine*, and of all PILOTS or APPRENTICES acting mediately or immediately under such Committee, whether so licensed or not, with the Service for which each PILOT or APPRENTICE is licensed; for the Year ending 31 December 1854.

NAMES OF PILOTS.	Age on last Birthday.	Whether Licensed or Authorised.	APPRENTICES.
Robert Orr - - - -	62	Yes.	None.
Hugh Young - - - -	58	Yes.	

No. 4.—RETURN of the RATES of PILOTAGE now in force, including the Rates and Descriptions of all Charges upon Shipping made for or in respect of Pilots or Pilotage at the Port of *Irvine*; for the Year ending 31 December 1854.

THESE rates are stated in the printed Regulations for Pilots.—*Vide* Return No. 1, above.

PORT OF IRVINE—*continued.*

No. 5.—RETURN of the TOTAL AMOUNT received for PILOTAGE of VESSELS Into and Out of the Port of *Irvine*, distinguishing the Amounts received from British Vessels and from Foreign Vessels respectively, and the several Amounts received in respect of Vessels paying different Rates of Pilotage, and the several Amounts received for the several Classes of Service rendered by Pilots, together with the Number of the Vessels of each of the Classes paying such Amounts as aforesaid; for the Year ending 31 December 1854.

(1.)—INWARDS.

DISTANCES for which PILOTED, according to the different Distances in the Scale of Rates.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
	COASTERS.		OVERSEA.		PRIVILEGED.		UNPRIVILEGED.			
	No. of Vessels.	Amount.	No. of Vessels.	Amount.	No. of Vessels.	Amount.	No. of Vessels.	Amount.	No. of Vessels.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Irvine Bay to Harbour -	54	8 15 6	None -	- - -	None -	- - -	None -	- - -	54	8 15 6

(2.)—OUTWARDS.

From Harbour to Bay - -	294	130 3 6	None -	- - -	None -	- - -	None -	- - -	294	130 3 6

No. 6.—ACCOUNT of the RECEIPT and EXPENDITURE of all MONIES received by or on behalf of the Pilotage Committee of the Port of *Irvine*, in respect of Pilots or Pilotage; for the Year ending 31 December 1854.

Dr.	£. s. d.	*Cr.*	£. s. d.
To balance brought from last account -	- 6 6	By amount paid to Pilots, except a commission of 2½ per cent. for collecting -	139 2 5
To gross amount received for inward pilotage - - - - - - -	8 15 6	By balance carried to next account - -	- 3 1
To gross amount received for outward pilotage - - - - - - -	130 3 6		
£.	139 5 6	£.	139 5 6

16 January 1855.

David Gray, Secretary.

PORT OF KIRKALDY.

No. 1.—RETURN of all BYE-LAWS, REGULATIONS, ORDERS, or ORDINANCES relating to PILOTS or PILOTAGE now in force within the Jurisdiction of the Harbour Commissioners of *Kirkaldy*; for the Year ending 31 December 1854.

REGULATIONS for PILOTS of KIRKALDY HARBOUR.

1.—THE fees of pilots and pilotage for all vessels shall not exceed 1*s.* per foot draught of water; and in cases where the master may request the pilot to remain on board for more than 24 hours, the master pilots to receive 4*s.*, and each assistant 2*s.* for every 24 hours thereafter, in addition to the regulation rate of pilotage.

2.—The pilot employed shall always have a sufficient boat and two men, or one man and two boys, exclusive of himself, to attend the vessel on entering or leaving the harbour; and each boat shall be painted or tarred entirely black; shall have the name of the licensed pilot to whom it belongs painted thereon, with a number, as directed by the harbour-master. And all pilot boats belonging to one licensed pilot shall have the same number painted on each.

PORT OF KIRKALDY—*continued.*

3.—Pilots are always to be in readiness, with a boat manned as above, to take charge of a vessel coming into the harbour, when a proper signal is made, or of a vessel going out of the harbour, when desired; and it is to be strictly observed, that a pilot-boat shall be in attendance with the pilot on that vessel alone which he may be on board and have charge of, and on no account whatever to go to any other while so engaged; nor shall any pilot once in charge of a vessel leave her to go to another, unless in cases of great necessity, bad weather, or extreme danger, and then only with the consent of the captain on whom he and his boat's crew were attending.

4.—Every pilot shall frequently inspect the entrance to the harbour, and the harbour itself, at low-water, spring-tides, especially after storms, for their own information in guiding vessels; the Commissioners being resolved severely to punish pilots who, through ignorance, negligence, or otherwise, run vessels aground, when there is a sufficient depth of water in the fairway.

5.—When fault is found with any of the pilots, a complaint against him must be left in writing with the harbour-master, to be by him laid before a committee of the Commissioners, for the purpose of being investigated; and the complaint being proved to the satisfaction of the committee, they shall inflict such punishment, by fine, temporary suspension, or otherwise, as may seem proper: and if the committee think that the pilot should be deprived of his licence, they shall make a report to that effect to the Commissioners.

6.—No vessel employed in the coasting trade shall be obliged to employ a pilot, and no vessel under 60 tons burthen shall be obliged to pay pilotage unless she employs a pilot; and the masters or commanders of ships or vessels belonging to the Port of Kirkaldy shall not be liable in any fees for pilots or pilotage, except where they make a signal for a pilot, or employ one to navigate their ships or vessels.

7.—All vessels liable to pilotage, or who shall employ a pilot, shall pay 2*s.* 6*d.* for boat's attendance, exclusive of pilotage. Inward vessels waiting for the tide shall be so placed as to be ready to come in immediately, on the proper signal being made; and the duty of the pilot and his assistants shall not be considered as completed until the vessel is moored where the harbour-master may direct.

8.—The harbour-master has power to give directions to pilots, and order them to take the charge of any ships when wanted; and also from time to time to inspect the sufficiency of boats and crews, and take particular care that the pilots do their duty and observe the preceding rules, and such other regulations as may from time to time be made by the Commissioners as relative hereto; and the harbour-master is directed to report any infringement of the above regulations on the part of pilots.

ADDITIONAL REGULATION.

The pilots shall in future report to the harbour-masters when they inspect the fairway of Kirkaldy Harbour, in terms of the fourth article of the regulations for pilots, and shall sign a book, to be kept by the harbour-master, on the occasion of such inspections.

Nos. 2 & 3.—RETURN of the NAMES and AGES of all PILOTS and APPRENTICES licensed or authorised to act by the Harbour Commissioners of *Kirkaldy*, and of all PILOTS or APPRENTICES acting mediately or immediately under such Commissioners, whether so licensed or not, with the Service for which each PILOT or APPRENTICE is licensed; for the Year ending 31 December 1854.

NAMES OF PILOTS.	Age on last Birthday.	Whether Licensed or Authorised.	Service for which Licensed or Authorised to Act.	NAMES of APPRENTICES.
James Walker - - -	46	Yes - - -		Nil.
John Allan - - -	32	Yes; and also by the pilotage authorities of Trinity House, Leith.	As pilots of the port and harbour of Kirkaldy.	

No. 4.—RETURN of the RATES of PILOTAGE now in force, including the Rates and Descriptions of all Charges upon Shipping made for or in respect of Pilots or Pilotage at the Port of *Kirkaldy*; for the Year ending 31 December 1854.

Rule 1.—THE fees of pilots and pilotage for all vessels shall not exceed 1*s.* per foot draught of water; and in cases where the master may request the pilot to remain on board for more than 24 hours, the master pilots to receive 4*s.*, and each assistant 2*s.* for every 24 hours thereafter, in addition to the regular rate of pilotage.

Rule 2.—All vessels liable to pilotage, or who shall employ a pilot, shall pay 2*s.* 6*d.* for boat's attendance, exclusive of pilotage.

PORT OF KIRKALDY—*continued.*

No. 5.—RETURN of the TOTAL AMOUNT received for PILOTAGE of VESSELS Into and Out of the Port of *Kirkaldy*, distinguishing the Amounts received from British Vessels and from Foreign Vessels respectively, and the several Amounts received in respect of Vessels paying different Rates of Pilotage, and the several Amounts received for the several Classes of Service rendered by Pilots, together with the Number of the Vessels of each of the Classes paying such Amounts as aforesaid; for the Year ending 31 December 1854.

DISTANCES for which PILOTED, According to the different Distances in the Scale of Rates.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
	COASTERS.		OVERSEA.		PRIVILEGED.		UNPRIVILEGED.			
	No. of Vessels.	Amount.	No. of Vessels.	Amount.	No. of Vessels.	Amount.	No. of Vessels.	Amount.	No. of Vessels.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Forth to Harbour - -	- - - - -		23	16 12 –	- -	- - -	47	30 1 –	70	46 13 –

No. 6.—ACCOUNT of the RECEIPT and EXPENDITURE of all MONIES received by or on behalf of the Harbour Commissioners of the Port of *Kirkaldy*, in respect of Pilots or Pilotage; for the Year ending 31 December 1854.

THE Harbour Commissioners have no account in respect of pilotage. The pilots employed receive the dues from the vessels which they pilot, which is their own. They receive no additional remuneration from the Commissioners; and, on the other hand, do not account to the Commissioners for the dues they so receive. It will be seen from Return No. 5, above, that the total dues so received amount to 46 *l.* 13 *s.*

30 December 1854.

James Hussey,
Secretary to the Harbour Commissioners.

THE TRINITY HOUSE OF LEITH.

No. 1.—RETURN of all BYE-LAWS, REGULATIONS, ORDERS, or ORDINANCES relating to PILOTS or PILOTAGE now in force within the Jurisdiction of the Trinity House of *Leith*; for the Year ending 31 December 1854.

RULES, ORDERS, and REGULATIONS for the Government of PILOTS by the Corporation of the Trinity House of *Leith*, for ensuring the Good Conduct and Attendance of Pilots on their Duty, and for aiding the Purposes of Navigation.

INSTRUCTIONS to be observed by every Pilot in the exercise of his Office as a Pilot.

1.—WHEN you shall receive an order from the master, assistant master, or deputy master of this Corporation to pilot any of his Majesty's ships or vessels, or when required at sea by the commander of any of his Majesty's ships or vessels to pilot the same, you are to repair on board of her, to take charge of her, and continue such charge, according to the mode expressed in the said order.

2.—When the owner or master of any merchant ship or vessel, or any agent on behalf of such ship or vessel, shall appoint you to take charge of her as pilot, according to the manner expressed in your licence, you are to repair on board and continue the charge so far and until she shall be arrived and moored at such place as you may be directed to take her to within the limits of your licence, subject to the regulations herein contained.

THE TRINITY HOUSE OF LEITH—*continued.*

3.—When you shall have taken charge of any merchant ship or vessel from Leith Roads to Yarmouth Roads, or elsewhere within the limits of your licence, you are to wait on board of her for the space of three complete days, while such ship or vessel may be detained anywhere for want of seamen or by any other casualty; nor shall you at the end of three days be at liberty to quit her, or receive any additional compensation, if further detained by winds, weather, or tides; but if she should be detained beyond three complete days on account of the master or owners, or any other account except winds, weather, or tides, you are nevertheless required to remain by her, provided that a compensation of 7 *s.* per day be offered to you by the master or owner.

4.—You are upon every occasion to observe and maintain a strict temperance, sobriety, and civility in the exercise of your office of pilot, and also to use your utmost care and diligence for the safe conduct of every ship or vessel which you shall be entrusted with the charge of, and prevent her doing damage to others.

5.—You are not to alter your licence, or be privy to its being altered; neither are you to lend or sell it to any person, to countenance his piloting any ship or vessel, or to prevent him from being impressed into his Majesty's naval service; neither shall you alter, or fraudulently procure, or be privy to the alteration of the qualification in your licence, under the penalty of having it recalled, and your conduct publicly exposed.

6.—You are not to make any agreement with the master or owner of any ship or vessel in which you shall be engaged as pilot within the Frith of Forth, as your fees are to be charged according to the printed table of fees given you (and which you must show to the master or owner) by this Corporation, or the fees customarily paid at any particular port within the said Frith of Forth for which you are or may hereafter be appointed a pilot by licence from this Corporation.

7.—When you discover an alteration in any sands or channels, or any hitherto unknown sand or rock, dangerous to navigation, you are to give immediate intimation thereof in writing to the master of this Corporation.

8.—When you come to an anchor, you are to observe the setting of the tide and its force; and if it shall happen that you come near a sand or rock, you are immediately (if there are any other vessels in company) to cause a signal to be made, so as to enable them to avoid the danger.

9.—If, on receipt of orders to proceed on his Majesty's service, you shall fail to proceed thereon immediately, or shall evade the receipt of such orders, or shall quit or decline such service, you shall for the first offence be liable to suspension for six months, and for the second offence shall be dismissed from your office of pilot, unless you shall have been prevented by ill health, or any other reasonable impediment.

10.—If, when engaged in or called upon to perform your duty, you shall use any improper or disrespectful language to any person authorised to require your service, or to any officer in his Majesty's naval service, you shall for every such offence be liable to suspension, at the discretion of the master and assistants of this Corporation.

11.—If, having charge of any ship or vessel, you shall, from unskilfulness, negligence, inattention, or drunkenness occasion injury to such vessel, or to any other ship or vessel, either at anchor or under sail, you shall be subject tosuspension, or, according to the degree of your misconduct, to dismission, at the discretion of the master and assistants of this Corporation.

12.—If, upon being applied to, you refuse to pilot any ship or vessel within the limits of your qualification, provided you are not then under a previous engagement to some other ship or vessel ready to depart within a reasonable time, and are not incapacitated by ill health or bodily infirmity, you shall be liable to suspension, at the discretion of the master and assistants of this Corporation.

13.—Whenever called upon or required to pilot any ship or vessel, you shall, if under engagement to any other ship or vessel, forthwith make known such engagement, and specify the particulars thereof truly and faithfully to the person calling for or requiring your service; and in case of any concealment, misrepresentation, or falsehood in respect of such alleged previous engagement, you shall be liable to suspension, at the discretion of the master and assistants of this Corporation.

14.—You are, on no pretence, to aid or assist, either in your own person, or with your boat or servants, or by any other means whatever, the landing, removing, or secreting any seamen from merchant ships and vessels, to avoid serving in his Majesty's navy, as, by so aiding or assisting seamen to escape the impress for his Majesty's service, you will be liable to have your licence recalled and rendered void; nor are you, either in your own person, or with your boat or servants, or by any other means, to be aiding and assisting any seaman or marine in deserting or absenting himself without leave from any of his Majesty's ships or vessels, under the pain of for ever forfeiting your licence, besides any other punishment to which you may by law be liable.

15.—The daily pay of a pilot during detention under quarantine at Inverkeithing Bay shall be 5*s.* for every lay day after the day of the vessel's arrival there, over and above his proper maintenance out of the ship's stores.

16.—Every pilot licensed by or under the authority of this Corporation shall, in obedience to the orders or summons of the said Corporation, duly delivered in writing, or offered to the hands of such pilot, or left a reasonable time at the usual or last known place of residence of such pilot, attend the said Corporation at their general or committee meetings at the Trinity House of Leith, to answer to any charges brought against such pilot, or for the performance of any public service; and in default of such attendance, every pilot so offending shall forfeit for the first offence 40*s.*, and for the second offence he shall be dismissed from his office of pilot.

Approved.

C. Hope, (L. S.)

EXCERPT.

Trinity House, Leith, 7 June 1821.

GENERAL MEETING.—Present:—James Duncan, Master, &c.

THE Master having laid before the meeting a printed copy of the regulations proposed to be established by the Corporation for the better government of the pilots licensed by them, which the Lord President of the Court of Session, to whose examination and approbation the regulations had been submitted, had done the Corporation the honour to return with a few marginal additions, which he left to their judgment; and the meeting having proceeded to reconsider and finally revise the proposed rules

THE TRINITY HOUSE OF LEITH—*continued.*

rules and orders, with the amendments suggested by his Lordship, they unanimously and gratefully approved of and adopted these amendments, excepting only the second addition to the 11th bye-law, which the meeting, with the utmost deference, would be excused from adopting, purely in respect it is not to be found in the bye-laws of the other Trinity Houses of the United Kingdom for the government of pilots, to which this Corporation is solicitous to conform as nearly as possible, and from a fear that it might therefore excite a groundless and ignorant apprehension in the minds of pilots, that the pilots licensed by this Corporation are placed upon a footing of severer responsibility than other British pilots, and in respect that the addition is unnecessary, as all remedy by civil action against pilots is expressly reserved by the 57th section of the Act. And, with the amendments adopted, the meeting finally approved of the proposed rules and orders, and made, enacted, and declared the same to be permanent bye-laws and regulations for the better government of the pilots licensed by the Corporation, until altered, amended, or repealed in due course of law, but subject always to the approbation and sanction required by the Act of Parliament; and they further directed corrected printed copies, embracing the amendments adopted, and having subjoined an extract of this minute, to be laid before his Lordship for his final sanction, in terms of the statute; and the humble thanks of the Corporation to be, at the same time, offered to his Lordship for his very polite attention and condescension.

James Duncan, Master.

NOS. 2 & 3.—RETURN of the NAMES and AGES of all PILOTS licensed or authorised to act by the Trinity House of *Leith*, with the Service for which each Pilot is licensed; for the Year ending 31 December 1854.

NAMES OF PILOTS.	Age on last Birthday.	Whether Licensed or Authorised.	SERVICE FOR WHICH LICENSED OR AUTHORISED TO ACT.
Thomas Carnie	40	Yes	To pilot and conduct Vessels—
George Boyd	53	Yes	From Red Head on the north, and St. Abb's Head on the south of Frith of Forth, up to Alloa, and *vice versâ*.
Alexander Watson	33	Yes	
William Balderston	57	Yes	
David Wilson	59	Yes	
James Maxwell, sen.	62	Yes	
William Noble	32	Yes	
William Ramsay	42	Yes	
John Robertson	57	Yes	
Thomas M'Laren	34	Yes	
Thomas Comb	67	Yes	
George Linton	32	Yes	
Andrew Stevenson	33	Yes	
John Laing	35	Yes	
David Stevenson	31	Yes	
Thomas Balfour	38	Yes	
Alexander Henderson	45	Yes	
William Young	59	Yes	
Thomas Cunningham	37	Yes	
Robert Carnie	68	Yes	From St. Abb's Head, in the Frith of Forth, to Alloa, and *vice versâ*.
John Comb	45	Yes	
Thomas Wilson, sen.	67	Yes	
Alexander Noble	61	Yes	
Joseph Wilson	69	Yes	
George Crombie	59	Yes	
John M'Laren	70	Yes	
Hugh Smith	48	Yes	
Gavin Boyd	31	Yes	
Thomas Paterson	38	Yes	
James Carnie	63	Yes	
Robert Bryce	59	Yes	
Peter Swanson	41	Yes	From Red Head on the north, and St. Abb's Head on the south of Frith of Forth, up to Carron Roads, and *vice versâ*.
Alexander Comb	46	Yes	
Robert Marr, jun.	50	Yes	
William Main	80	Yes	From St. Abb's Head, in the Frith of Forth, up to Grangemouth, and *vice versâ*.
James Jarvie	35	Yes	
William Lawson	55	Yes	From Red Head and St. Abb's Head, in the Frith of Forth, up to Grangemouth, and *vice versâ*.
James Paterson	44	Yes	From St. Abb's Head, in the Frith of Forth, to Carron Roads, and *vice versâ*.
Thomas Hume	41	Yes	
John Linton	54	Yes	
Hugh Campbell	53	Yes	From Inchkeith to Alloa and Grangemouth, and *vice versâ*.
Archibald Blair	48	Yes	From Leith Roads to Alloa, and *vice versâ*.
George Carlow	33	Yes	From Inchkeith to Alloa, and *vice versâ*.
James Beaton	42	Yes	
John Simpson	52	Yes	From Leith Roads to Carron Roads, and *vice versâ*.

THE TRINITY HOUSE OF LEITH—*continued.*

NAMES OF PILOTS.	Age on last Birthday.	Whether Licensed or Authorised.	SERVICE FOR WHICH LICENSED OR AUTHORISED TO ACT.
			To pilot and conduct Vessels—
David Drysdale -	39	Yes - -	From Alloa to Inchkeith, and *vice versâ*, including Grangemouth Harbour.
George Sorlie - -	45	Yes - -	From Leith Roads to St. Abb's Head on the south side, the Red Head on the north side, thence to Grangemouth, Alloa, &c., and *vice versâ*.
Watson Carnie - -	47	Yes - -	From the Red Head on the north, and St. Abb's Head on the south, to every or any port in Frith of Forth.
Walter Paterson -	34	Yes - -	From Leith Roads to Island of May, eastward, and to Alloa, westward including all the ports within the limits.
Alexander Rae - -	43	Yes - -	From the Island of May to Grangemouth, and other harbours in the Frith of Forth.
John Gilbert - -	48	Yes - -	From May Island to Stirling, including all safe harbours within these limits.
John Ainslie - -	53	Yes - -	
Hugh Barker - -	64	Yes - -	From Leith Roads eastward to Inchkeith, and westwards to Stirling, including all safe harbours within these limits.
James Maxwell -	37	Yes - -	From Grangemouth to Inchkeith and Leith Roads eastward, thence westward to Alloa, Grangemouth, and Bo'ness, including all harbours within limits.
John Martin - -	44	Yes - -	From Stirling to the Red Head, on the north side, and St. Abb's Head, on the south side of the Frith of Forth, and *vice versâ* (inclusive of Grangemouth Harbour).
Edward Rodger -	47	Yes - -	From Fifeness, May Island, and St. Abb's Head to Grangemouth and Stirling, and *vice versâ*, including the Harbours of Stirling, Alloa, and Grangemouth.
John Hoggin - -	58	Yes - -	From Leith Roads to St. Abb's Head, on the south side, and the Red Head on the north side of the Frith of Forth, and harbours, &c.
James Morris - -	41	Yes - -	From St. Abb's Head and Red Head to Grangemouth and Alloa, and *vice versâ*.
Robert Nicholson -	52	Yes - -	From the Roads of Leven, in the Frith of Forth, into the harbour of Leven, and *vice versâ*.
John Allen - -	31	Yes - -	From the Roads of Dysart, in the Frith of Forth, into the harbours of Dysart and Kirkaldy, and *vice versâ*.
William Chisholm -	42	Yes - -	From St. Andrew's to Grangemouth.
John Wilson - -	47	Yes - -	Harbour of St. Andrew's.
John Wylie - -	41	Yes - -	In and out of Ardrossan, within two miles of the harbour.
John Cook - -	38	Yes - -	In the Frith of Forth and River Tay.
Thomas Wilson, jun. -	46	Yes - -	Frith of Forth to Alloa, and round to North of Scotland.
William Gains - -	65	Yes - -	From Grangemouth to Red Head northwards to Cromarty, and thence to Duncansbay Head, and *vice versâ*; also from Grangemouth to St. Abb's Head, and southward along east coast of England to Orfordness, thence to the Nore, &c.
Alexander Ross -	46	Yes - -	From Tarbetness to Bonar Bridge, in and at the Moray Frith.
John M'Vinish - -	34	Yes - -	From two miles outside of Cromarty to Dingwall.
George Banks - -	50	Yes - -	From Stromness to Duncansbay Head and Orkney Islands.
John Sinclair, jun. -	51	Yes - -	From Duncansbay Head to Mull of Kintyre, Kirkwall, &c.
Robert Comb - -	44	Yes - -	From Shields to the Lewis Islands, and in Frith of Forth.
Archibald Sinclair -	72	Yes - -	From Greenock to Shetland, Orkney Islands, Moray Frith, &c.
John M'Isaac - -	59	Yes - -	From Mull of Galway along the North and West coast of Scotland, through Pentland Frith, to Duncansbay Head.
Benjamin Mann -	64	Yes - -	From Leith Roads to Cape Wrath, and Orkneys, and the Nore.
James Wilson - -	59	Yes - -	In East coast of Scotland and England.
John Guy - -	42	Yes - -	From Leith Roads to Duncansbay Head, north, and thence south to the Nore.
John Menzies - -	49	Yes - -	From Leith Roads to Scrabster, north, and to the Nore, south.
Frederick Meekeson -	59	Yes - -	From Leith Roads to the Nore and South Foreland, and through Pentland Frith to Cape Wrath.
Samuel Finnie - -	32	Yes - -	From Fifeness, May Island, and St. Abb's Head, to Grangemouth and Alloa, and *vice versâ*.

Remarks.—Several of the pilots, besides their Trinity House licences, hold also harbour licences under other pilotage authorities, such as the Commissioners for the Harbour and Docks of Leith, &c.

No Assistant Pilots or Apprentices are recognised by the Trinity House.

THE TRINITY HOUSE OF LEITH—*continued.*

No. 4.—RETURN of the RATES of PILOTAGE now in force, including the Rates and Descriptions of all Charges upon Shipping made for or in respect of Pilots or Pilotage within the Districts under the jurisdiction of the Trinity House of *Leith*; for the Year ending 31 December 1854.

	Ships and Vessels from 70 Tons to 120 Tons Measurement.	Ships and Vessels from 120 Tons to 250 Tons Measurement.	Ships and Vessels from 250 Tons to 500 Tons Measurement.
	£. s. d.	£. s. d.	£. s. d.
From Leith Roads to Inverkeithing or the Hope	1 1 –	1 4 –	1 6 –
Ditto - to Carron Roads	2 2 –	2 5 –	2 8 –
Ditto - to Island of May	3 3 –	4 4 –	5 5 –
Ditto - to Bell Rock	4 4 –	5 5 –	6 6 –
Ditto - to Cromarty	6 16 6	7 17 6	8 18 –
Ditto - to Stromness and Kirkwall	10 10 –	11 11 –	12 12 –
Ditto - to Lerwick	12 – –	13 – –	14 – –
From Stromness to Mull of Cantyre	12 12 –	13 13 –	13 13 –

TARBETNESS, BONAR BRIDGE, ORKNEY ISLANDS:	Vessels of 60 Tons and upwards to 100 Tons.	Vessels of 100 Tons and upwards to 220 Tons.	Vessels of 220 Tons and upwards to 420 Tons.
	£. s. d.	£. s. d.	£. s. d.
From five miles seaward of Hoy Head, through Hoy Sound, to anchorage in Stromness Harbour or Kerston Roads, and out again to Sea by Hoy Sound	1 5 –	1 15 –	2 12 6
From Sea, through Hoy Sound, to anchorage in Stromness Harbour or Kerston Roads, and out again to Sea by Long Hope, and *vice versâ*	1 5 –	2 2 –	3 – –
From Sea, through Hoy Sound, to anchorage in Stromness Harbour or Kerston Roads, and out again to Sea by Long Hope and Pentland Frith, and *vice versâ*	1 11 6	2 5 –	3 10 –
From Sea, through Hoy Sound, to anchorage in Stromness Harbour or Kerston Roads, and out again to Sea by Holm Sound, and *vice versâ*	1 8 –	2 – –	3 – –

No. 5.—RETURN of the TOTAL AMOUNT received for PILOTAGE of VESSELS Inwards-bound and Outwards-bound, distinguishing the Amounts received from British Vessels and from Foreign Vessels respectively, and the several Amounts received in respect of Vessels paying different Rates of Pilotage, and the several Amounts received for the several Classes of Service rendered by Pilots, together with the Number of the Vessels of each of the Classes paying such Amounts as aforesaid; for the Year ending 31 December 1854.

(1.)—INWARDS.

DISTANCES for which PILOTED, According to the different Distances in the Scale of Rates.	BRITISH VESSELS. OVERSEA. Not Towed by Steam. No.	Amount.	Towed by Steam. No.	Amount.	FOREIGN VESSELS. UNPRIVILEGED. Not Towed by Steam. No.	Amount.	Towed by Steam. No.	Amount.	TOTALS. No.	Amount.	REMARKS.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.	
From Leith Roads to Inverkeithing or the Hope	1	1 1 –	4	5 3 –	8	7 2 –	7	4 2 –	20	17 8 –	No distinction is made between the different classes of British and Foreign vessels either in the rates of pilotage or in the returns by the pilots.
From Leith Roads to Carron Roads	50	48 12 –	22	31 1 6	119	157 7 3	53	65 19 –	244	302 19 9	The pilotages for the distances herein mentioned comprehend also intermediate distances.
From Island of May to Leith Roads	27	91 16 8	11	24 7 10	85	193 4 –	8	28 9 –	131	337 17 6	
From Bell Rock to Leith Roads	1	2 5 –	–	– – –	–	– – –	–	– – –	1	2 5 –	
Into Harbour of Leven	171	68 1 6	–	– – –	2	1 6 –	–	– – –	173	69 7 6	No rate fixed by Trinity House.
Into Harbour of Dysart	1	– 4 –	1	– 4 6	2	– 7 –	–	– – –	4	– 15 6	
Into Harbour of Pittenweem	20	8 17 –	–	– – –	–	– – –	–	– – –	20	8 17 –	
Into Harbour of Wemyss	288	26 7 6	20	2 15 9	16	2 7 9	1	– 2 6	325	31 13 6	
TARBETNESS, BONAR BRIDGE, ORKNEY ISLANDS:											
From Sea, through Hoy Sound to anchorage in Stromness Harbour or Kerston Roads	46	6 18 –	–	– – –	2	– 11 2	–	– – –	48	7 9 2	
From Tarbetness to Portmahomack, Bonar Bridge, and the Dornoch Frith	143	77 10 –	–	– – –	–	– – –	–	– – –	143	77 10 –	No rate fixed by Trinity House.
Into the Cromarty Frith	30	30 7 –	–	– – –	–	– – –	–	– – –	30	30 7 –	
West Coast of Scotland	2	50 8 –	–	– – –	–	– – –	1	9 10 –	3	59 18 –	
Into Harbour of St. Andrew's	36	24 10 –	3	2 18 –	3	6 15 –	–	– – –	42	34 3 –	
TOTAL	816	436 17 8	61	66 10 7	237	360 – 2	79	108 2 6	1,184	980 10 11	

THE TRINITY HOUSE OF LEITH—*continued.*

(2.)—OUTWARDS.

DISTANCES for which PILOTED, According to the different Distances in the Scale of Rates.	BRITISH VESSELS. OVERSEA. Not Towed by Steam. No.	Amount.	Towed by Steam. No.	Amount.	FOREIGN VESSELS. UNPRIVILEGED. Not Towed by Steam. No.	Amount.	Towed by Steam. No.	Amount.	TOTALS. No.	Amount.	REMARKS.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.	
From Inverkeithing or the Hope to Leith Roads	13	9 – 6	1	3 10 –	25	29 6 –	4	3 8 –	43	45 4 6	
From Carron Roads to Leith Roads	89	63 5 6	50	77 15 6	302	275 6 6	70	80 18 6	511	497 6 –	
From Leith Roads to Island of May	11	35 17 –	5	5 7 –	6	9 2 –	5	20 19 –	27	71 5 –	The pilotages for the distances herein mentioned comprehend also intermediate distances.
From Leith Roads to Bell Rock	–	– –	–	– –	2	6 10 –	2	8 8 –	4	14 18 –	
From Leith Roads to Cromarty	1	14 8 –	–	– –	–	– –	–	– –	1	14 8 –	
From Leith Roads to Stromness and Kirkwall	1	7 10 –	–	– –	–	– –	–	– –	1	7 10 –	
From Stromness to Mull of Cantyre	1	7 10 –	–	– –	–	– –	–	– –	1	7 10 –	
Out of Dysart Harbour	3	1 2 6	6	2 10 6	2	– 11 –	9	3 9 6	20	7 13 6	No rate fixed by Trinity House.
Out of Wemyss Harbour	288	2 7 6	20	2 15 9	16	2 7 9	1	– 2 6	325	31 13 6	
TARBETNESS, BONAR BRIDGE, ORKNEY ISLANDS:											
Out of Stromness Harbour or Kerston Roads, to Sea by Hoy Sound	63	9 13 2	–	– –	2	– 9 6	–	– –	65	10 2 8	
Out of Stromness Harbour or Kerston Roads, to Sea by Holm Sound	12	1 17 10	–	– –	–	– –	–	– –	12	1 17 10	
From Bonar Bridge, Portmahomack, and the Dornoch Frith to Tarbetness	8	4 19 –	–	– –	–	– –	–	– –	8	4 19 –	No rate fixed by Trinity House.
From Leith Roads to Yarmouth, Downs, Gravesend, &c.	16	175 3 –	2	34 13 –	2	18 – –	–	– –	21	227 16 –	
TOTAL	506	356 14 –	85	126 11 9	357	341 12 9	91	117 5 6	1,039	942 4 –	

Note.—With the exception of vessels bound to and from Leith, Kirkcaldy, and such other harbours as are regulated by special Acts of Parliament and license their own pilots, no change of pilots is compulsory within the Trinity House limits. No return of these harbour pilotages can be given by the Trinity House as the harbour pilots are not under their authority, but under that of the several harbour authorities.

No. 6.—ACCOUNT of the RECEIPT and EXPENDITURE of all Monies received by or on behalf of the Trinity House of *Leith*, or by or on behalf of any Sub-Commissioners appointed by such Trinity House, in respect of Pilots or Pilotage; for the Year ending 31 December 1854.

Dr.	£. s. d.	*Cr.*	£. s. d.
To Amount of annual payments made by holders of licences	69 5 –	By Amount paid for pensions	69 5 –

7 February 1855.

Tho. Robertson, Secretary.

PORT OF LEITH.

No. 1.—RETURN of all Bye-laws, Regulations, Orders, or Ordinances, relating to Pilots or Pilotage now in force within the Jurisdiction of the Commissioners for the Harbour and Docks of *Leith*; for the Year ending 31 December 1854.

RATES of Pilotage and Regulations to be observed by Pilots at the Port and Harbour of *Leith*, approved of by the Commissioners for the Superintendence and Management of the Harbour and Docks of *Leith*, 5 February 1839.

Rates of Pilotage.

	£.	*s.*	*d.*
For a vessel drawing 7 feet water and under, 10 *d.* per foot	–	5	10
Ditto 8 feet water, 1 *s.* per foot	–	8	–
Ditto 9 feet water, 1 *s.* 1 *d.* per foot	–	9	9
Ditto 10 feet water, 1 *s.* 2 *d.* per foot	–	11	8
Ditto 11 feet water, 1 *s.* 3 *d.* per foot	–	13	9
Ditto 12 feet water, 1 *s.* 4 *d.* per foot	–	16	–
Ditto 13 feet water, and all above, 1 *s.* 6 *d.* per foot	–	19	6

All masters of vessels to pay for each 24 hours' attendance on board their ships, to the master pilot, 2 *s.*; and to each of the boatmen, 1 *s.*

Regulations.

1.—The fees of pilots and pilotage, agreeably to the prefixed table, shall be paid by all shipmasters and others to the collector of the shore dues, and to no other person, for the use of the licensed pilot.

2.—No person shall be entitled to pilot or take the charge of any ship or vessel as a Pilot, or keep a boat for that purpose, until he obtain a licence to act as a pilot from the Commissioners for the superintendence and management of the harbour and docks of Leith; and every person acting without such a licence shall be prosecuted with rigour, and the owner of every boat so employed will be fined in 5 *l.* sterling.

3.—The pilot employed shall always have a sufficient boat and two men, or one man and two boys, exclusive of himself, to attend the vessel on entering or leaving the harbour; and each boat shall have the name of the licensed pilot to whom it belongs painted thereon, with a number, as directed by the superintendent; and all pilot boats belonging to one licensed pilot shall have the same number painted on each.

4.—Pilots are always to be in readiness, with a boat manned as above, to take charge of a vessel coming into the harbour, when a proper signal is made, or of a vessel going out of the harbour when desired; and it is to be strictly observed, that a pilot boat shall be in attendance with the pilot on that vessel alone which he may be on board and have charge of, and on no account whatever to go to any other while so engaged, unless in cases of great necessity, bad weather, or extreme danger, and then only with the consent of the captain on whom they were attending.

5.—No joint stock company to be allowed, but each boat and pilot employed to share by themselves; and it is earnestly recommended that every pilot frequently inspect the entrance to the harbour, and the harbour itself, at low water spring tides, especially after storms or land-floods, for their own information in guiding vessels; the Commissioners being resolved severely to punish pilots who, through ignorance, negligence, or otherwise, run vessels aground, when there is sufficient depth of water in the fair-way.

6.—When fault is found with any of the pilots, a complaint against him must be left in writing with the superintendent, to be by him laid before a committee of the Commissioners, for the purpose of being investigated; and the complaint being proved to the satisfaction of the committee, they shall inflict such punishment by fine, temporary suspension, or otherwise, as may seem proper; and if the committee think that the pilot should be deprived of his licence, they shall make a report to that effect to the Commissioners.

7.—The master of every ship or vessel coming into the harbour shall sign and deliver to the pilot who brought him in, a certificate, directed to the collector of shore dues, of the number of feet of water which his ship (naming her) draws, in order to fix the charge for pilotage,—the number of feet being in words, not in figures.

8.—No vessel under 40 tons register shall be obliged to pay pilotage, unless she employs a pilot; and the masters or commanders of ships or vessels belonging to the port of Leith shall not be liable in any fees for pilots or pilotage, except when they make a signal for a pilot, or employ one to navigate their ships or vessels.

9.—All vessels from foreign ports shall pay 3 *s.* to each able-bodied man, but not to exceed two (two boys being held equivalent to the second man), unless required by the master, and 3 *s.* for the boat's attendance, exclusive of pilotage; and 2 *s.* 6 *d.* shall be charged for boat's and men's attendance, as heretofore, on all coasting vessels, exclusive of the pilotage. Inward vessels waiting for the tide shall be so placed as to be ready to come in immediately on the proper signal being made; and the duty of the pilot and his assistants shall not be considered as completed until the vessel is moored where the dock-master may direct, at the tide or time she enters the dock, if intended to go in,—or otherwise, where the harbour-master may point out in the old harbour.

10.—The superintendent, harbour-master, or dock-master, has power to give directions to pilots, and order them to take the charge of any ship when wanted, and also, from time to time, to inspect the sufficiency of boats and crews, and take particular care that the pilots do their duty, and observe the preceding and such other regulations as may from time to time be made by the Commissioners as relative thereto.

The Commissioners approve of the preceding rates and regulations, direct the same to be published in terms of the statute, and to be strictly enforced.

Extracted from the records of the Commission by

John Phin, Clerk.

PORT OF LEITH—*continued.*

Nos. 2 & 3.—RETURN of the NAMES and AGES of all PILOTS and APPRENTICES licensed or authorised to act by the Commissioners for the Harbour and Docks of *Leith*, and of all PILOTS or APPRENTICES acting mediately or immediately under such Commissioners, whether so licensed or not, with the Service for which each PILOT or APPRENTICE is licensed; for the Year ending 31 December 1854.

NAMES OF PILOTS.	Age on last Birthday.	Whether Licensed or Authorised.	Service for which Licensed or Authorised to Act.	APPRENTICES.
See List accompanying this Return.	No record of ages kept.	Yes - -	The limits of the port and harbour of Leith, extending from a point at Seafield Toll-bar on the eastward of Leith, to Wardie Brow or Brae, to the westward of Newhaven, and half way across the Forth. 1 & 2 Vict. c. 55, s. 10.	None.

LIST of PILOTS for the Port and Harbour of *Leith*, 31st December 1854.

James Allison.
William Amos.

William Bisset.

James Cairnie.
Robert Cairnie.
James Carnie (1).
James Carnie (2).
Liston Carnie (1).
Robert Carnie (1).
Robert Carnie, junior (2).
Watson Carnie.
William Carnie.
James Comb.
Robert Comb.
Thomas Comb (1).
John Cook.
John Carnie.
Liston Carnie (2).
Thomas Comb (2).
Robert Carnie (3).
Leslie Carnie.
John Comb (1).
Andrew Carnie.
William Clark.
Thomas Carnie.
Richard Corson.
John Combe (2).
James Cormack.

Peter Dryburgh.
James Durham.
Rutherfurd Durham.
Robert Drybrough.

Charles Flucker.
David Flucker.
George Flucker (1).
George Flucker (2).
James Flucker (1).
James Flucker (2).
James Flucker (3).
John Flucker.
Robert Flucker.
Philip Flucker.
John Farquhar (3).
George Flucker (3).

James Graham.

Boreas Lyon Hall.
John Hall.
William Hamilton.
Thomas Hume.
Daniel Hall.
Archibald Hall.
James Higgins.

James Isbester.
James Jarvey.
Kelman Instant.
George Jarvie.
Philip Jarvie.

Alexander Linton (1).
Alexander Linton (2).
Thomas Linton, senior (1).
Thomas Linton, junior (2).
Robert Linton.
Alexander Liston.
Andrew Liston.
John Liston (1).
John Liston (2).
Archibald Logan.
James Logan.
John Linton (1).
William Linton.
John Logan.
Walter Linton.
William Logan.
John Liston (3).
John Linton (2).
William Liddle.
George Linton.
Thomas Linton (3).
Henry Liddell.
Alexander Lindsay.

David Main.
Matthew Main.
William Main.
David Meiklereid.
Thomas Latta Main.
John Mills.
Thomas M'Laren.

Alexander Noble.
Jacob Noble.
John Noble (1).
Robert Noble.
Thomas Noble.
William Noble.
Robert Nisbet.
William Nesbitt.
John Noble (2).

James Paterson.
William Paterson (1).
Thomas Paterson.
George Paterson.
William Paterson (2).
William Paterson (3).

David Ramsay.
James Ramsay.
William Ramsay (1).
Adam Rutherford.
William Rutherford.
William Ramsay, junior (2).
Martin Ramsay.
Alexander Rutherford.
John Ramsay.

George Stewart.
Peter Swanson.
Robert Stevenson.
Andrew Stevenson.
William Seaton.
John Simpson.
Hugh Smith.
David Stevenson.

Ogilvy Tough.
William Tough, junior.

James Watson.
John Watson.
William Watson.
David Wilson (1).
David Wilson (2).
John Wilson.
Thomas Wilson (1).
Thomas Wilson (2).
William Wilson.
James Ward.
Andrew Wilson.
Robert Wilson.
Peter Walker.

William Young.
John Young.
Robert Young (1).
Robert Young (2).

No. 4.—RETURN of the RATES of PILOTAGE now in force, including the Rates and Descriptions of all Charges upon Shipping made for or in respect of Pilots or Pilotage at the Port of *Leith*; for the Year ending 31 December 1854.

THE rates of pilotage, &c. are specified in the Bye laws and Regulations; *see* Return No. 1, p. 209.

PORT OF LEITH—*continued.*

No. 5.—RETURN of the TOTAL AMOUNT received for PILOTAGE of VESSELS Into and Out of the Port of *Leith*, distinguishing the Amounts received from British Vessels and from Foreign Vessels respectively, and the several Amounts received in respect of Vessels paying different Rates of Pilotage, and the several Amounts received for the several Classes of Service rendered by Pilots, together with the Number of the Vessels of each of the Classes paying such Amounts as aforesaid; for the Year ending 31 December 1854.

(1.)—INWARDS.

DISTANCES for which PILOTED, According to the different Distances in the Scale of Rates.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTAL.	
	COASTERS.		OVERSEA.		PRIVILEGED.		UNPRIVILEGED.			
	No. of Vessels.	Amount.	No. of Vessels.	Amount.	No. of Vessels.	Amount.	No. of Vessels.	Amount.	No. of Vessels.	Amount.
From and to any point required within the limits of the Port.	There are no materials for making any further Return of the particulars required by this Schedule. *See* Note on Return No. 6, below.								*See*	£. 1,541 14 8

(2.)—OUTWARDS.

From and to any point required within the limits of the Port.	The Pilotage Outwards is paid directly to the pilots. The amount received by them is not known, and there are no materials for making any further Return of the particulars required by this Schedule. *See* Note on Return No. 6, below.

No. 6.—ACCOUNT of the RECEIPT and EXPENDITURE of all MONIES received by or on behalf of the Commissioners for the Harbour and Docks of *Leith*, in respect of Pilots or Pilotage; for the Year ending 31 December 1854.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
To Amount of Fees received from Applicants for licences and certificates - -	–	5	–	By amount paid to pilots - - - -	1,425	18	7
To gross amount received for inward pilotage - - - - - - - -	1,541	14	8	By amount paid to Pilots' Widows' Fund -	38	8	7
				By amount applied to cover expense of collection - - - - - - -	77	7	6
				By amount applied to cover expense connected with licences - - - -	–	5	–
£.	1,541	19	8	£.	1,541	19	8

Note.—It is explained generally, with reference to this and the other Returns, (1.) That the Commissioners for the harbour and docks of Leith, and their predecessors, the Lord Provost, Magistrates, and Council of Edinburgh have heretofore, in virtue of 28 Geo. 3, c. 58, s. 32, licensed a sufficient number of pilots, certified by the Trinity House of Leith, as qualified; (2.) That a charge of 10*s.* 6*d.* has been made for each licence, when granted, and 5*s.* for renewals, which sums are carried into the general harbour revenues, and no farther payment is exacted from the pilots; (3.) That the whole of the fees drawn for pilotage are appropriated to the use of the pilots; those for inward pilotage being collected by the collector of the harbour revenues along with the port charges, and handed by him to the pilots, under deduction of 7½ per cent., of which 5 per cent. is applied to cover expense of collection, and 2½ per cent. to the Pilots' Widows' Fund, &c.; and, (4.) That the commissioners have no farther concern with the receipt and expenditure on account of pilotage, the pilots supplying themselves with the necessary boats, &c. in terms of the regulations, and receiving personally the outward pilotage from the persons employing them.

24 April 1855. *John Phin*, Clerk.

PORT OF LOSSIEMOUTH.

No. 1.—RETURN of all Bye-laws, Regulations, Orders, or Ordinances relating to Pilots or Pilotage now in force within the Jurisdiction of the *Stotfield* and *Lossiemouth* Harbour Company, for the Year ending 31 December 1854.

Pilotage Regulations for the Harbours of *Stotfield* and *Lossiemouth*, made and established this 6th day of September 1841, in terms of the Act 4 & 5 Will. 4, c. 86.

1.—The pilots shall be under the sole command and direction of the harbour-master, who shall cause the shipping to be supplied with pilots according to their order and the best of his judgment, without partiality or favour; and when his orders to the pilots requiring their immediate attendance upon any vessel or vessels in want of their assistance, are not immediately complied with, such pilot or pilots shall be liable in a penalty of 10 *s.* for the boat to which they belong.

2.—In cases of necessity, the harbour-master shall have power to order to the assistance of any vessel desiring it, a second or third pilot boat, with such smaller number of men than five, as he may judge expedient.

3.—No person shall act as a pilot without being licensed by the directors of the harbour, under the pain of prosecution, according to law, for each time he shall so act without a licence, which licence shall be subscribed by the clerk to the directors, who shall receive a fee of 3 *s.*, and for every subsequent licence a fee of 1 *s.*; and the licence must be renewed yearly.

4.—The pilots shall be furnished with licences, containing their names and the names and designation of the boat to which they are attached, and also with a copy of these regulations, which they shall carry with them upon all occasions when employed as pilots; and they shall be obliged to produce them when called upon, otherwise the masters of vessels shall not be obliged to receive them on board.

5.—The boats to be used by the pilots must be of sufficient dimensions, and kept in proper repair by the respective master pilots; each boat to have four oars, rudder and tiller, and the crew to consist of five men, three of whom to be licensed pilots; and if not so manned and equipped on taking charge of a vessel, to forfeit a penalty of 10 *s.* for each man deficient, or their boat not being equipped as aforesaid.

6.—The master pilot of each boat must cause his own name and the designation of the boat to be painted in distinct characters, and the letter P on the bow of the boat.

7.—During the night the master pilot of each boat must, unless with the consent of the harbour-master, have his crew in constant readiness during the tide hours, to be employed in piloting. And to prevent the occurrence of vessels being neglected to be taken charge of, either inward or outward bound, a pilot boat and crew, agreeably to Article 5, must at all times be in readiness, each boat's crew to take their watch by regular turns, or a crew made up from each of the boats' crews; for non-compliance, the pilot whose turn it is to take charge of the pilotage shall forfeit the sum of 1 *l.* sterling.

8.—During the day time, the pilots shall attend within the harbour, when desired, with their boats and crews at least two hours before high water, to take charge of vessels going to sea, or having occasion to remove from one part of the harbour to another; but for which last extra work, each man so desired to attend shall be paid at the discretion of the harbour-master.

9.—The pilots, whether at sea or not, shall be obliged to pay proper attention to all vessels in want of their assistance, and after taking charge of them, shall not leave them until brought into proper moorings, to the satisfaction of their commanders, or of the harbour-master.

10.—The pilot who offers himself by orders of the harbour-master to a vessel in want of a pilot, shall be entitled to the dues of pilotage, whether his services be accepted of or not; and all vessels inward bound refusing to take a pilot who so offers his services in obedience to signal, shall nevertheless pay full pilotage.

11.—Any pilot who shall refuse to take charge of a vessel upon the order of the harbour-master, or shall refuse upon such application to lead the way of any vessel which cannot be boarded without imminent danger, or shall refuse to assist any vessel in distress, or shall misbehave himself in the conducting of any vessel, or the execution of any part of his duty as a pilot, or shall be found in a state of intoxication while so employed, or shall refuse or neglect to obey any summons, either verbal or written, of the harbour directors, requiring his appearance before them or any one of them, or shall refuse or neglect to obey the orders of the directors, shall be suspended or dismissed, or forfeit such penalty as the directors shall think proper, not exceeding 5 *l.*

12.—No pilot shall be at liberty to pilot out or convey any vessel until the harbour-master shall declare himself satisfied that the rates and duties in respect to such ship or vessel have been duly paid to the collector appointed to receive the same; and every pilot contravening this rule shall forfeit and pay the sum of 2 *l.*, besides the expense of suing for and recovering the same.

13.—If a pilot, after taking charge of a vessel off the harbour, shall by stress of weather or other accident, be detained on board, and prevented from going into the harbour, he shall be entitled to provisions while on board for the time he is so detained, and be allowed such a sum for wages as may be thought reasonable, besides his travelling expenses home.

PORT OF LOSSIEMOUTH—*continued.*

14.—Pilots demanding or receiving, under any pretence, higher rates than are contained in the Table here annexed, or demanding spirits, beer, or money, in name of allowance, shall be liable in a penalty of twenty shillings, besides returning the overcharge.

15.—When the pilots are employed to remove a vessel from the new harbour to the old, or from the old to the new, they shall be entitled to half pilotage dues. No extra charge shall be allowed for laying out warps, or for securing a vessel at her appointed berth in either of the harbours.

16.—Vessels making a signal for a pilot, and requiring only to communicate, or land passengers, shall pay 2*s.* 6*d.* to the pilot-boat answering the signal; and each passenger landed shall pay 1*s.*

17.—The boat which brought in a vessel shall be bound to pilot her out, unless engaged with another vessel, in which event the harbour-master shall provide another pilot-boat, and divide the dues equally between them.

18.—The allowance to the harbour-master for his trouble in regulating the pilotage, shall be 6*d.* from each vessel brought into harbour, and 6*d.* from the pilot-boat employed, making in whole 1*s.* for each vessel.

19.—Any master or commander of a vessel giving a false account of the draft of water of his vessel, shall forfeit double the amount of the pilotage.

20.—All penalties enacted by the foregoing regulations shall be recoverable in the most summary manner, on complaint by the parties aggrieved, or by the clerk or harbour-master, to the sheriff or justices of the peace of the county.

21.—It is understood that the foregoing regulations and pilot dues do not apply to regular packets or smacks, the owners of which having power to make special agreements.

By Order of the Directors,
Patrick Duff, Clerk.

Nos. 2 & 3.—RETURN of the NAMES and AGES of all PILOTS and APPRENTICES licensed or authorised to act by the *Stotfield* and *Lossiemouth* Harbour Company, and of all PILOTS or APPRENTICES acting mediately or immediately under such Company, whether so licensed or not, with the Service for which each PILOT or APPRENTICE is licensed; for the Year ending 31 December 1854.

NAMES OF PILOTS.	Age on last Birthday.	Whether Licensed or Authorised.	Service for which Licensed or Authorised to Act.	APPRENTICES.
John Reid - - - -	45	Licensed -	One year.	None.
Alexander Souter - - -	52	Ditto - -	Ditto.	
William Dick - - -	29	Ditto - -	Ditto.	
William M'Donald - -	19	Ditto - -	Ditto.	
Alexander Reid - - -	32	Ditto - -	Ditto.	

No. 4.—RETURN of the RATES of PILOTAGE now in force, including the Rates and Descriptions of all Charges upon Shipping made for or in respect of Pilots or Pilotage at the Harbours of *Stotfield* and *Lossiemouth*; for the Year ending 31 December 1854.

		£.	s.	d.		£.	s.	d.
Vessels under - - -	20 tons, first boat - -	—	5	—	Second boat - -	—	4	—
20 tons, and under	30 „ „ - -	—	8	—	„ - -	—	6	—
30 „ „	40 „ „ - -	—	11	—	„ - -	—	8	—
40 „ „	50 „ „ - -	—	13	—	„ - -	—	9	—
50 „ „	60 „ „ - -	—	15	—	„ - -	—	10	—
60 „ „	70 „ „ - -	—	17	—	„ - -	—	11	—
70 „ „	80 „ „ - -	—	18	—	„ - -	—	13	—
80 „ „	90 „ „ - -	—	19	—	„ - -	—	14	—
90 „ „	100 „ „ - -	1	—	—	„ - -	—	16	—
100 „ „	120 „ „ - -	1	2	—	„ - -	—	17	—
120 „ „	140 „ „ - -	1	5	—	„ - -	—	18	—
140 „ „	160 „ „ - -	1	7	—	„ - -	1	—	—

And so on in proportion for larger vessels.

For removing a vessel from the one harbour to the other, half pilotage.
For every vessel communicating with the shore, 2*s.* 6*d.*
For every passenger landed, 1*s.* Children under 12 years of age, 6*d.*

PORT OF LOSSIEMOUTH—*continued.*

No. 5.—RETURN of the TOTAL AMOUNT received for PILOTAGE of Vessels Into and Out of the Port of *Lossiemouth*; distinguishing the Amounts received from British Vessels and from Foreign Vessels respectively, and the several Amounts received in respect of Vessels paying different Rates of Pilotage, and the several Amounts received for the several Classes of Service rendered by Pilots, together with the Number of the Vessels of each of the Classes paying such Amounts as aforesaid; for the Year ending 31 December 1854.

(1.)—INWARDS.

DISTANCES for which PILOTED, According to the different Distances in the Scale of Rates.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
	COASTERS.		OVERSEA.		PRIVILEGED.		UNPRIVILEGED.			
	No. of Vessels.	Amount.	No. of Vessels.	Amount.	No. of Vessels.	Amount.	No. of Vessels.	Amount.	No. of Vessels.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
——	277	95 5 9	- -	- - -	4	1 9 6	- -	- - -	281	96 15 3

(2.)—OUTWARDS.

——	277	95 5 9	- -	- - -	4	1 9 6	- -	- - -	281	96 15 3

No. 6.—ACCOUNT of the RECEIPT and EXPENDITURE of all MONIES received by or on behalf of the *Stotfield* and *Lossiemouth* Harbour Company, in respect of Pilots or Pilotage; for the Year ending 31 December 1854.

Dr.	£. s. d.	*Cr.*	£. s. d.
To gross amount received for inward pilotage - - - - - -	96 15 3	By amount applied for salaries of officers -	12 - -
To gross amount received for outward pilotage - - - - - -	96 15 3	By amount paid for or in respect of pilot boats, buoys, &c. - - - -	6 - -
		By balance carried to next account - -	175 10 6
£.	193 10 6	£.	193 10 6

12 January 1855.

J. Garrow, Harbour Master.

PORT OF MACDUFF.

No. 1.—RETURN of all BYE-LAWS, REGULATIONS, ORDERS, or ORDINANCES relating to PILOTS or PILOTAGE now in force within the Jurisdiction of the Pilotage Authorities of the Port of *Macduff*; for the Year ending 31 December 1854.

— Nil. —

PORT OF MACDUFF—*continued.*

Nos. 2 & 3.—RETURN of the NAMES and AGES of all PILOTS and APPRENTICES licensed or authorised to act by the Pilotage Authorities of the Port of *Macduff*, and of all PILOTS or APPRENTICES acting mediately or immediately under such Authorities, whether so licensed or not, with the Service for which each PILOT or APPRENTICE is licensed; for the Year ending 31 December 1854.

The fishermen belonging to the port are the only pilots; they number upwards of 50. Never licensed.
Apprentices.—None.

No. 4.—RETURN of the RATES of PILOTAGE now in force, including the Rates and Descriptions of all Charges upon Shipping made for or in respect of Pilots or Pilotage at the Port of *Macduff*; for the Year ending 31 December 1854.

	£.	s.	d.
For every vessel entering the harbour of Macduff, per register ton - - -	–	–	1½
For every vessel leaving the harbour of Macduff, per register ton - - -	–	–	1½
Laying out kedge and warp to assist vessels to sea - - - - - - -	–	5	–
Each man employed in hauling a warp on board a vessel hanging by a kedge -	–	1	–

No. 5.—RETURN of the TOTAL AMOUNT received for PILOTAGE of Vessels Into and Out of the Port of *Macduff*; distinguishing the Amounts received from British Vessels and from Foreign Vessels respectively, and the several Amounts received in respect of Vessels paying different Rates of Pilotage, and the several Amounts received for the several Classes of Service rendered by Pilots, together with the Number of the Vessels of each of the Classes paying such Amounts as aforesaid; for the Year ending 31 December 1854.

1.—INWARDS.

DISTANCES for which PILOTED, According to the different Distances in the Scale of Rates.	BRITISH VESSELS. COASTERS.		FOREIGN VESSELS. PRIVILEGED.		TOTALS.	
	Number of Vessels.	Amount.	Number of Vessels.	Amount.	Number of Vessels.	Amount.
		£. s. d.		£. s. d.		£. s. d.
No stated distance from which the ships are piloted generally from the Bay, or as it may happen, the pilots go off 5 or 6 miles - - - - -	207	66 12 –	29	11 7 9	236	77 19 9
The rate of pilotage is 1½ d. per ton.	Besides 2 s. each as porter money.	23 12 –	Besides 2 s. each as porter money.	2 18 –	Besides porter money -	26 10 –
	60 of these got extra boatage at 5 s.	15 – –	12 had extra boatage at 5 s. each.	3 – –	72 had extra boatage at 5 s. each.	18 – –
	TOTAL - - - £.	105 4 –		17 5 9		122 9 9

2.—OUTWARDS.

No stated distance from which the ships are piloted, generally from the Bay, or as it may happen, the pilots go off 5 or 6 miles - - - - -	207	66 12 –	29	11 7 9	236	77 19 9
The rate of pilotage is 1½ d. per ton.	Besides 30 of these taken out by warp, 12 men as haulers at 1 s. each.	18 – –	Besides 5 ships taken out by warp, 12 haulers at 1 s. each.	3 – –	Besides 35 ships taken out by warp.	21 – –
	Boats laying out kedge for these 30 ships, 5 s. each.	7 10 –	Boats laying out kedge for these 5 vessels at 5 s. each.	1 5 –	Laying out kedge for these 35 ships.	8 15 –
	TOTAL - - - £.	92 2 –		15 12 9		107 14 9

PORT OF MACDUFF—*continued.*

No. 6.—ACCOUNT of the RECEIPT and EXPENDITURE of all MONIES received by or on behalf of the Pilotage Authorities of the Port of *Macduff*, in respect of Pilots and Pilotage; for the Year ending 31 December 1854.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
To gross amount received for inward pilotage - - - - - -	122	9	9	The fishermen (pilots) use their own fish boats as pilot boats. There is no account of anything kept.			
To gross amount received for outward pilotage - - - - - -	107	14	9	By balance carried to next account -	230	1	6
£.	230	4	6	£.	230	1	6

13 April 1855. *Edward Mortimer*, Factor.

PORT OF PETERHEAD.

No. 1.—RETURN of all BYE-LAWS, REGULATIONS, ORDERS, or ORDINANCES relating to PILOTS or PILOTAGE now in force within the Jurisdiction of the Trustees of the Harbour of *Peterhead*; for the Year ending 31 December 1854.

REGULATIONS and RATES of FARE for the Captain Pilot and Pilots at and within the Port and Harbours of *Peterhead*; established by the Trustees, under an Act of Parliament passed in the 7th and 8th Years of the Reign of his Majesty King George the Fourth, intituled, "An Act for more effectually Enlarging and Improving the Harbours of Peterhead, in the County of Aberdeen," to be in force from and after the 6th day of April 1853.

CAPTAIN PILOT.

1.—He shall hold his appointment during the pleasure of the trustees, and have the superintendence of all the other pilots, according to the following regulations, which he shall have full power to enforce, and which the other pilots shall be bound to obey; and in every case where his orders are not obeyed, he shall immediately inform the trustees thereof.

2.—He shall not engage in any other employment, but devote his whole time and attention to the duties of his office.

3.—He shall cause the shipping to be supplied with pilots, according to their order, without partiality or favour; and he shall make out the notes, and cause the rates of pilotage, &c. to be collected according to the following Tables, and apportion the same among the pilots who may have been employed.

4.—He is empowered, where there may be any great difficulty or danger in the pilots getting out to the assistance of vessels in the Bay, to offer them such premiums for their attendance in these instances as he shall judge necessary; such premiums, however, to be subject to such modification as the trustees may judge right.

5.—In case he shall be called upon to furnish boats or men to the assistance of any vessel in want thereof, or in distress, and shall either refuse, remain absent, or neglect to comply with such request, he shall, on proof of such neglect, pay a fine of 5 *l.*

CAPTAIN PILOT'S FEES (payable for Vessels only at their coming into the Harbours).

	s.	d.
For all vessels under 40 tons - - - - - -	–	6
„ from 40 to 80 tons - - -	1	–
„ from 80 to 120 tons - - -	1	6
„ from 120 to 200 tons - - -	2	–
„ from 200 to 300 tons - - -	2	6
„ from 300 to 400 tons - - -	3	6
„ above 400 tons - - - - - -	5	–

PORT OF PETERHEAD—*continued.*

PILOTS.

1.—No person shall act as a pilot without being licenced by the trustees; and the licence must be renewed during the first week of January every year.

2.—The pilots must give ready obedience to all the orders of the captain pilot, and comply with his directions in every particular.

3.—The boats to be used by the pilots shall be of a proper size, and otherwise to the satisfaction of the captain pilot; and the crew of each boat must consist of not less than five men, one of whom at least must be a licensed pilot. The master or chief pilot of each boat must cause his own name, and the number of his boat, to be painted thereon, in large and distinct characters.

4.—If a pilot shall take charge of a vessel without his boat being manned, as aforesaid, there shall be deducted, for each man deficient on entering the harbour, one-tenth part of the pilotage, and at the same rate for each man deficient on leaving the harbour.

5.—A pilot taking a vessel in tow with a boat not sanctioned by the captain pilot, shall forfeit 5 *l.* sterling for each offence, and shall, besides, have no right to payment of pilotage.

6.—The pilots must be in attendance at the harbours during the tide hours, in readiness to be employed in piloting, and when desired, they shall attend with their boats, two hours before high-water, to take charge of vessels going to sea, or having occasion to move from one part of the harbour to another, and on intimation being given by the captain pilot to any pilot, he shall be bound to attend at the harbours at any other time that his services may be required.

7.—The pilots, whether at sea or not, shall be obliged to pay proper attention to all vessels in want of their assistance; and after taking charge of them, shall not leave them until brought into proper moorings, to the satisfaction of their commanders, or until they are directed by the captain pilot.

8.—Pilots shall afford assistance to Her Majesty's ships before all others; and shall employ themselves in piloting vessels into and out of the harbours of Peterhead, in preference to any other service.

9.—Every person acting as master, or having the charge of any ship or vessel either going out of or coming into the said harbours, or either of them, shall be bound and obliged, before leaving or entering the said harbours, to take on board a pilot belonging to the said harbours, licensed as aforesaid; and in the event of such master or other person refusing or neglecting so to do, he shall be liable in a penalty of 10 *l.* sterling, to be recovered by the said trustees, and to be applied for the purposes of the said Act, and that over and above the dues hereby made exigible from such master or other person, had he taken a pilot on board, and which dues shall be payable to the pilot who shall offer his services, notwithstanding such services shall be refused, provided that the pilot has complied with these regulations.

10.—Any anchors found in the bay by the pilots must be delivered by them to the captain pilot, who will reward them for their trouble.

11.—Any pilot who shall refuse to take charge of a vessel on a proper signal being made, or on the application of the captain pilot, or any person concerned, or any of the trustees, or shall refuse on such signal or application being made, to lead the way of any ship or vessel which cannot be boarded without imminent danger, or refuse to assist any vessel in distress; or shall misbehave himself in the conduct of any vessel, or the execution of any part of his duty as a pilot, or shall refuse or neglect to obey the order of the trustees or the captain pilot, shall be suspended or broken, or shall, in the option of the trustees to sue for the same, forfeit a penalty of 5 *l.* sterling, or be otherwise punished in terms of the Act of Parliament.

12.—Any person acting as a pilot without being licensed, or after his licence has expired or been recalled, shall be liable in a penalty of 5 *l.* sterling; and may be imprisoned for any space not exceeding 60 days, in case the said penalty shall not be sooner paid.

13.—*Table of Fares for Pilotage, &c.:*

Vessels not exceeding 150 tons per register, to pay at the rate of 2 *d.* per ton.	£.	*s.*	*d.*
Vessels from 151 to 175 tons	1	7	6
„ from 176 to 200 tons	1	10	–
„ from 201 to 250 tons	1	15	–
„ from 251 to 300 tons	2	–	–
„ from 301 to 350 tons	2	5	–
„ from 351 to 400 tons	2	10	–
„ from 401 to 500 tons	2	15	–
„ above 500 tons	3	–	–

The above is for pilotage in and out of either harbour, in ordinary cases, but subject to deduction when the boats are not fully manned, as provided for in the 4th regulation.

For each tide's work within the harbour, for every description of vessels, each man, 1 *s.*

If employed to transport vessels from the one harbour to the other by the Junction Canal, for the purpose of their going to sea or any other purpose, each man employed shall be entitled to be paid 1 *s.*, without any allowance for a boat.

14.—Vessels making signals for pilots at a greater distance than usual, shall pay such pilots for going out to them beyond the ordinary tract an additional allowance, at the discretion of the captain-pilot, or the trustees.

15.—The pilots shall be obliged to give immediate attention to the signals of vessels calling for orders or any like purpose; and for going off to such vessels and bringing on shore the master or any of the crew (leaving a pilot on board, if required), and taking them on board again, the pilots shall be entitled to be paid a sum not exceeding what the pilotage of the vessel would amount to if brought into the harbours, according to the distance from the harbours at which the vessel may have been boarded, and the time occupied, as the same may be determined by the captain-pilot in the circumstances of each case.

PORT OF PETERHEAD—*continued.*

16.—Pilots, for landing passengers from vessels passing, shall be entitled to be paid, if they are taken on board within the line of the Buchanness and the South-head, for one passenger 6 *s.*, and for each additional passenger in the same boat 2 *s.* 6 *d.*; and if taken on board at a greater distance from the shore, such additional rate as the captain-pilot shall determine in the circumstances of the case.

17.—If a pilot, after taking charge of a vessel in the Bay, shall, by stress of weather, be detained on board, and prevented from going into port, he shall be entitled to his provisions while on board, and be allowed 2 *s.* 6 *d.* for every day he is so detained.

18.—All charges for extra trouble to be settled by the trustees, or, in their option, by the captain-pilot.

19.—Pilots demanding or receiving, under any pretence, higher rates than those above mentioned, shall be liable in a penalty of 10 *s.*, besides returning the overcharge.

20.—Masters or owners of vessels refusing to pay according to the foregoing rates of fare shall forfeit a penalty not exceeding 5 *l.* sterling.

21.—The pilots are all furnished with licences and a copy of these regulations, which they shall carry about with them on all occasions when they are employed as pilots; and they shall be obliged to produce them when called upon to do so, otherwise the masters of vessels shall not be obliged to receive them, or pay the dues of pilotage.

22.—All penalties enacted by the foregoing regulations shall be recovered and applied in manner directed by the said Act of Parliament.

23.—All persons concerned shall, besides, be bound to observe, and shall be conducted by and liable in the whole clauses, enactments, forfeitures, and penalties that are contained in, and may be sustained and incurred under, the said Act of Parliament.

Extracted from the records of the trustees, by
Andrew Boyd, Clerk.

Nos. 2 & 3.—RETURN of the NAMES and AGES of all PILOTS and APPRENTICES licensed or authorised to act by the Trustees of the Harbour of *Peterhead*, and of all PILOTS or APPRENTICES acting mediately or immediately under such Trustees, whether so licensed or not, with the Service for which each PILOT or APPRENTICE is licensed; for the Year ending 31 December 1854.

NAMES OF PILOTS.	Age on last Birthday.	Whether Licensed or Authorised.	Service for which Licensed or Authorised to Act.	REMARKS.	APPRENTICES.
Andrew Milne	35				None.
Robert Milne	54				
David Steven	56				
Alexander Keith	67				
Alexander Strachan	37				
Robert Strachan	67				
George Strachan	56				
Robert Slessor	39				
William Taylor	55				
John Watt	45				
Andrew Watt	48				
Alexander Watt	32				
William Watt	24				
John Geddes	27				
William Thain	44				
Alexander Alexander	40				
Charles Alexander	36				
William Alexander	44	Yes	All services as pilots in terms of accompanying regulations.	The pilots, or many of them, are employed as seamen during different periods of the year. In the winter months a large proportion of those licensed are at home, and acting as pilots. During the rest of the year, the number of acting pilots is greatly lessened by their absence.	
John Leask	61				
Peter Groat	66				
Alexander Robertson	39				
John Robertson	25				
Robert Sellar	47				
Mathew Nichol	43				
William Yule	59				
Thomas Yule	29				
William Gordon	35				
William Sim	22				
James Duthie	40				
James Symon	46				
James Cordiner	53				
James Don	59				
Thomas Philip	71				
W. Mackie	34				
Alexander Leask	47				

PORT OF PETERHEAD—*continued.*

No. 4.—RETURN of the RATES of PILOTAGE now in force, including the Rates and Descriptions of all Charges upon Shipping made for or in respect of Pilots or Pilotage at the Port of *Peterhead*; for the Year ending 31 December 1854.

REFERENCE is made to the regulations and rates of fare for the captain pilot and pilots at and within the port and harbour of Peterhead, a copy of which, established to be in force from and after the 6th April 1853, is printed under Return No. 1.—*See* pp. 216–218.

No. 5.—RETURN of the TOTAL AMOUNT received for PILOTAGE of Vessels Into and Out of the Port of *Peterhead*, distinguishing the Amounts received from British Vessels and from Foreign Vessels respectively, and the several Amounts received in respect of Vessels paying different Rates of Pilotage, and the several Amounts received for the several Classes of Service rendered by Pilots, together with the Number of the Vessels of each of the Classes paying such Amounts as aforesaid; for the Year ending 31 December 1854.

INWARDS.

	BRITISH VESSELS.			FOREIGN VESSELS.			TOTAL.		REMARKS.
	No. of Vessels.	Tonnage.	Amount.	No. of Vessels.	Tonnage.	Amount.	No. of Vessels.	Amount.	
			£. s. d.			£. s. d.		£. s. d.	
—	768	53,683	242 14 7	53	3,725	16 17 11	821	259 12 6	- - No steam vessels for towing at this port. All vessels, British or Foreign, and whether with cargo or in ballast, pay at the same rate.

OUTWARDS.

—	768	53,683	242 15 7	53	3,725	16 17 11	821	259 13 6	- - No steam vessels for towing at this port. All vessels, British or Foreign, and whether with cargo or in ballast, pay at the same rate.

No. 6.—ACCOUNT of the RECEIPT and EXPENDITURE of all MONIES received by or on behalf of the Trustees of the Harbour of *Peterhead*, in respect of Pilots or Pilotage; for the Year ending 31 December 1854.

Dr.	£. s. d.	*Cr.*	£. s. d.
To amount of fees received from applicants for licences and certificates - - -	2 6 6	Amount of inward and outward pilotage paid over to the pilots whose services were given in the respective cases -	519 7 –
To gross amount received for inward pilotage - - - - - - -	259 13 6	By amount of fees for certificates or licences paid to clerk - - - -	2 6 6
To gross amount received for outward pilotage - - - - - - -	259 13 6		
£.	521 13 6	£.	521 13 6

19 January 1855. *Andrew Boyd*, Clerk to Harbour Trustees.

PORT OF WICK.

No. 1.—RETURN of all Bye-laws, Regulations, Orders, or Ordinances relating to Pilots or Pilotage now in force within the Jurisdiction of the Pilotage Authorities of the Port of *Wick*; for the Year ending 31 December 1854.

Rules and Regulations for the Pilots at *Pulteney Town* Harbour.

Pilot Master.

1.—Shall see that all the licensed pilots do their duty, that regular attendance is given, and that vessels requiring the assistance of pilots are promptly supplied; and generally the pilot master shall exercise an active management and superintendence over the pilots, and everything relating to the pilotage of the harbour.

2.—Shall devote his whole time and attention to the duties of his office, unless otherwise permitted by the authority of the harbour-master.

3.—Shall make up a yearly report, and lay the same before the harbour-master on the 1st day of December in each year, naming those of the pilots who may appear to him to require particular notice either for their good or bad behaviour; and in case any pilot shall neglect or delay to afford the requisite assistance to any vessel requiring it, or violate any of the regulations for pilots, his conduct shall be immediately reported to the harbour-master.

4.—Shall keep a correct account of the pilotage dues levied on all vessels coming into, and going out of, the harbour, as also any remuenration that may be received by any of the licensed pilots of Pulteney Town for piloting vessels on the coast (and as it is the duty of each pilot to pay all monies he may receive for piloting into the hands of the pilot-master immediately after he has received it), the pilot-master shall weekly, after making a deduction of 1 per cent. on the whole amount for his own trouble, in addition to his own share, divide and distribute the remainder in equal shares to each pilot.

5.—Shall take his share of the duties as one of the pilots.

Pilots.

1.—Pilots before acting as such must have licences granted to them by the harbour-master, which licences must be renewed on or before the 1st day of January in each year; and any person acting as a pilot without such licences shall subject themselves in a penalty of 10 *l.*

2.—Shall be under the control and direction of the pilot-master, whose order they must at all times give ready obedience, except when they are in charge of a vessel.

3.—Shall act together in harmony, assisting one another in everything that relates to the pilotage of the harbour.

4.—Shall not, when on or off duty, use abusive or obscene language amongst themselves, to masters or owners of vessels, or to any person or persons employed about the harbour or otherwise, nor do anything by actions or words that may lead to quarrelling, but in all places and on all occasions to behave with becoming propriety.

5.—Shall observe strict sobriety whether on or off duty.

6.—Shall give close and punctual attendance on vessels outward-bound, and on vessels requiring their assistance to shift berths, at least two hours before and two hours after high water, and to be as obliging as possible.

7.—Shall by rotation or turn keep a good look-out for shipping inward-bound, and the pilot on watch shall with all possible haste give notice to the other pilots when any vessel heaves in sight, and is likely to be bound for the harbour.

8.—Shall, when practicable, be prompt and active in going out to vessels seen in the offing, running for, or supposed to be bound to, or requiring a pilot for the harbour, whether the usual pilot signal be shown or not.

9.—Shall devote their whole time and attention to the duties of their office, and not engage in any employment not immediately connected with the pilotage of the harbour without the special authority of the harbour-master.

10.—Shall not pilot or convey any vessel or boat out of the harbour without ascertaining from the harbour-master, or by pass ticket from the collector, that all dues on such vessel or boat have been paid to the collector; penalty 2 *l.*, besides the expense for suing for and recovering the said dues. Clause 72, Act.

11.—Shall take the earliest opportunity of handing over the pilotage dues that they receive to the pilot-master, and any pilot found giving a false account or keeping back any such monies shall be dismissed his situation as pilot.

12.—Shall not make a practice of taking the helm when piloting vessels into or out of the harbour.

13.—Shall not take into the harbour any vessel without having previously ascertained that there is a sufficiency of water to go in with, and into a berth.

14.—Pilot boundaries seaward:—A line from the north head or Proudfoot Point to the Look-out tower on South-head of Wick Bay.

15.—Each pilot to remain in charge of his vessel until she is berthed according to the harbour-master's orders, when inward-bound, and from her mooring to the above-mentioned seaward boundary, when outward-bound.

Three-pence per ton, which includes pilotage both inwards and out.

PORT OF WICK—*continued.*

Nos. 2 & 3.—RETURN of the NAMES and AGES of all PILOTS and APPRENTICES licensed or authorised to act by the Pilotage Authorities of the Port of *Wick*, and of all PILOTS or APPRENTICES acting mediately or immediately under such Authorities, whether so licensed or not, with the Service for which each PILOT or APPRENTICE is licensed; for the Year ending 31 December 1854.

NAMES OF PILOTS.	Age on last Birthday.	Whether Licensed or Authorised.	Service for which Licensed or Authorised to Act.	REMARKS.	APPRENTICES.
Alexander Swanson -	54				None.
George Shearer - -	60				
George Taylor - -	55				
James McKay - -	51				
William Payne - -	39	Yes - -	- - Piloting vessels into Pulteney Town Harbour.	- - The pilots here named were licensed by the agent for the British Society, Pulteney Town, and are entirely under the control of the same.	
Allan M'Leod - -	30				
George Fletchard -	28				
David M'Beath - -	29				
William Taylor - -	29				
William M'Leod - -	31				

No. 4.—RETURN of the RATES of PILOTAGE now in force, including the Rates and Descriptions of all Charges upon Shipping made for or in respect of Pilots or Pilotage at the Port of *Wick*; for the Year ending 31 December 1854.

The charge on shipping is 3 *d.* per ton register of measurement; this includes pilotage inwards and outwards.

No. 5.—RETURN of the TOTAL AMOUNT received for PILOTAGE of Vessels Into and Out of the Port of *Wick*, distinguishing the Amounts received from British Vessels and from Foreign Vessels respectively, and the several Amounts received in respect of Vessels paying different Rates of Pilotage, and the several Amounts received for the several Classes of Service rendered by Pilots, together with the Number of the Vessels of each of the Classes paying such Amounts as aforesaid; for the Year ending 31 December 1854.

DISTANCES for which PILOTED, According to the different Distances in the Scale of Rates.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.		REMARKS.
	COASTERS.		OVERSEA.		PRIVILEGED.		UNPRIVILEGED.				
	No. of Vessels.	Amount.	No. of Vessels.	Amount.	No. of Vessels	Amount.	No. of Vessels	Amount.	No. of Vessels.	Amount	
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.	
From Wick Bay to Pulteney Town Harbour - -	618	377 13 9	- -	- -	173	126 8 9	- -	- -	791	504 2 6	- - Pilotage paid going out 3*d.* per ton; therefore only one account.

No. 6.—ACCOUNT of the RECEIPT and EXPENDITURE of all MONIES received by or on behalf of the Pilotage Authorities of the Port of *Wick*, in respect of Pilots or Pilotage; for the Year ending 31 December 1854.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
To gross amount received for inward pilotage - - - - - - -	252	1	3	By amount applied for salaries of officers -	5	9	4
To gross amount received for outward pilotage - - - - - - -	252	1	3	By amount paid for or in respect of pilot boats, buoys, &c. - - - - -	12	–	–
To amount received from other sources -	44	8	–	By balance carried to next account - -	531	1	2
£.	548	10	6	£.	548	10	6

4 January 1855. *John Tudor.*

IRELAND.

PORT OF BALLINA.

No. 1.—RETURN of all Bye-laws, Regulations, Orders, or Ordinances relating to Pilots or Pilotage now in force within the Jurisdiction of the River *Moy* Commissioners; for the Year ending 31 December 1854.

(Not received.)

Nos. 2 & 3.—RETURN of the Names and Ages of all Pilots and Apprentices licensed or authorised to act by the River *Moy* Commissioners, and of all Pilots or Apprentices acting mediately or immediately under such Commissioners, whether so licensed or not, with the Service for which each Pilot or Apprentice is licensed; for the Year ending 31 December 1854.

NAMES OF PILOTS.	Age on last Birthday.	Whether Licensed or Authorised.	Service for which Licensed or Authorised to Act.	APPRENTICES.
Outside Pilots:				None.
Pat. Loughney	40	Yes.		
Pat. Cowley	38			
Francis Morrow	36			
Mathew Madden	40			
Martin Egan	46			
John Henigan	32			
Henry McCleary	42			
Inside Pilots:				
James Walsh	36			
Thomas Patterson	48			
John Patterson	36			
William Patterson	39			

No. 4.—RETURN of the Rates of Pilotage now in force, including the Rates and Descriptions of all Charges upon Shipping made for or in respect of Pilots or Pilotage at the Port of *Ballina*; for the Year ending 31 December 1854.

Rate of pilotage paid on coasting vessels inwards is 2 *s.* per foot on draught of water, and the same outwards.
Rate of pilotage on foreign vessels is 3 *s.* per foot, and the same outwards.

No. 5.—RETURN of the Total Amount received for Pilotage of Vessels Into and Out of the Port of *Ballina*; distinguishing the Amounts received from British Vessels and from Foreign Vessels respectively, and the several Amounts received in respect of Vessels paying different Rates of Pilotage, and the several Amounts received for the several Classes of Service rendered by Pilots, together with the Number of the Vessels of each of the Classes paying such Amounts as aforesaid; for the Year ending 31 December 1854.

INWARDS AND OUTWARDS.

DISTANCES for which PILOTED, According to the different Distances in the Scale of Rates.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
	COASTERS.				PRIVILEGED.		UNPRIVILEGED.			
	Not Towed by Steam.		Towed by Steam.		Towed by Steam.					
	No. of Vessels.	Amount.	No. of Vessels.	Amount.	No. of Vessels.	Amount.	No. of Vessels.	Amount.	No. of Vessels.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
Bay to Ballina Quay	57	40 18 –	20	20 – –	2	1 19 –	–	– –	79	62 17 –
Ballina Quay to the Bay	51	43 6 –	26	13 15 –	2	1 16 –	–	– –	79	58 17 –
Total	108	84 4 –	46	33 15 –	4	3 15 –	–	– –	158	121 14 –

PORT OF BALLINA—*continued.*

No. 6.—ACCOUNT of the RECEIPT and EXPENDITURE of all MONIES received by or on behalf of the River *Moy* Commissioners, in respect of Pilots or Pilotage; for the Year ending 31 December 1854.

	£.	s.	d.
To gross amount received for inward pilotage - - - - -	62	17	–
Ditto - - - - - - outward pilotage - - - - -	58	17	–
£.	121	14	–

14 April 1855. *John M'Culloch*, Secretary.

PORT OF BELFAST.

No. 1.—RETURN of all BYE-LAWS, REGULATIONS, ORDERS, or ORDINANCES relating to PILOTS or PILOTAGE now in force within the Jurisdiction of the Harbour Commissioners of *Belfast*; for the Year ending 31 December 1854.

REGULATIONS for and INSTRUCTIONS to PILOTS.

HARBOUR PILOTS.

1.—INWARD-BOUND vessels shall be supplied with pilots from the pilot-smack, one of the pilot-boats, or the light-house at Holywood Bank; and they are not bound to receive as pilots, within the harbour, any persons unless furnished in this way; and no pilot will be paid for pilotage inwards unless boarded in the manner described. Outward-bound vessels will be furnished with pilots on application (when cleared) at the Harbour Commissioners' office, or pilot-master's house, and it is their duty in both cases to show their licences if required so to do, otherwise they forfeit their pay. The above regulations apply to vessels the masters of which have not a licence to pilot. Masters, however, must not cause delay to pilots, and if uncertain at what time they shall leave the quays, they must allow the pilot to go on shore, and when ready for sea, give notice of their intention to depart, by application to the pilot-master or his deputy, or by hoisting their union-jack at the mast-head, when a pilot will be sent on board.

2.—When a pilot leaves a vessel at a mooring at Garmoyle, he must see her made fast to the lower bridle ring, and desire the master to have his jib-boom and spritsail-yard rigged in.

3.—Any pilot taking charge of a vessel in Garmoyle, whose draft of water makes it uncertain whether she shall reach the quay that tide, must see that a sufficient number of hands are kept on board night and day, or report any neglect of the same at the commissioners' office, or to the pilot-master. If the ship be discharging timber coming up, care must be taken to have her and the timber placed so as not to obstruct other vessels going up or down; and likewise to have her yards topped, and her jib-boom and spritsail-yard rigged in. If masters of vessels do not conform to the above directions, they shall be informed that they will be fined, in a sum not exceeding 5 *l.* for each offence.

4.—A pilot, when boarded on a vessel, is not permitted to take the helm, which must be in charge of one of the crew, to whom he shall give his orders.

5.—Pilots are not permitted to attempt to bring up any vessel whose draft of water is so great that the rise of tide will not admit of so doing; and when found necessary to anchor in the channel, or in front of the quays, the vessel must be so placed as not to be in the way of steamers or other vessels proceeding up or down, and requiring to pass.

6.—When piloting colliers, they are to take them to the coal quay direct.

7.—All pilots, when not down the water, are to attend at the Harbour-office every morning at 10 o'clock, to receive such instructions as the secretary or pilot-master may have to give, when a rotation list will be made out by the pilot-master, according to which they will be furnished to outward-bound vessels, and they must also attend at the place and hour appointed for the boat leaving the town to go down to the lighthouse, if not previously allotted to an outward-bound vessel. The pilot notes of all vessels brought up or taken down must be put in the box at the earliest moment, and they will be paid weekly on Friday afternoon. In all cases of notes not given in within 24 hours after the arrival or departure of a vessel, 5 *s.* shall be deducted from each note. This, however, does not free the pilot from the censure of the commissioners.

8.—The pilot will be required, on application for payment of his notes, to state the amount, which must be the sum in the reduced schedule (C.). He must also state the draft of water of the vessel, and whether she has been towed by a tug steamer. Pilot notes for vessels down to be sent up with the boat attending the lighthouse. The inward notes to be given to the master in town, if the pilot is required to go down immediately.

9.—They shall enforce the following bye-laws respecting steamers passing one another in the navigation, namely:—

"That when steam-vessels on different courses must unavoidably and necessarily pass so near, that by continuing their respective courses there would be a risk of coming in collision, the helm of each vessel shall be put to port, so that the one shall always pass on the larboard or port side of the other.

"That a steam-vessel passing another in the channel must always leave the vessel she is passing on the larboard or port hand. When two such vessels are proceeding in the same direction, either coming up or going down, the vessel astern shall on no account attempt to pass, when there is so little room, from vessels being in the way, or other causes, as to occasion a risk of damage; and the vessel ahead shall, when the other is passing, keep well over on the larboard or port side, and in no part of the channel or harbour must she be allowed to cross the course of the vessel passing."

PORT OF BELFAST—*continued.*

10.—All pilots of outward-bound vessels are instructed to ascertain whether the vessel they are about to take charge of has a clearance from the Harbour-office, and any pilot taking a vessel out of the harbour which has not received such clearance, is subject to a penalty not exceeding 5 *l.*, besides forfeiture of pilotage; unless in so doing he has acted under the orders of the pilot-master, who is hereby required to attend to this regulation in furnishing pilots. Outward-bound vessels to be supplied with pilots according to the rotation list prepared in the morning, and without any reference to the pilot by whom the vessel was brought up.

11.—The Belfast pilots are to be paid the rates on all sailing vessels and steamers contained in the reduced schedule (C.) page 38, and one-fourth of the rates on vessels not steamers is to be deducted, when they are towed up or down by a steamer.

12.—When a pilot takes charge of any vessel, either coming from or going to sea, he is not to quit her either by day or by night, until the service is completed, and the vessel berthed or placed where the harbour-master may direct, without permission in writing from the master, or, in his absence, from the mate of such vessel.

13.—Vessels of a greater draft of water than 16 feet are not to be brought into the mouth of a dock without the previous consent of the harbour-master in charge. Such vessels may be brought up, and taken into the entrance of the old channel, provided there shall not be more than two vessels abreast there at the time, until they are sufficiently lightened, and allowed by the harbour-master to haul into the dock. But should there not be room in the entrance of the old channel, then it is the pilot's duty to refuse to bring such vessel up, giving his reason to the master, and to the person in charge of a steam-tug, if such should be employed. Penalty on pilots for non-observance of this order, a sum not exceeding 2 *l.*

14.—In case of steamers or other vessels refusing pilots, the men so refused shall return to the pilot-boat or light-house, or report himself to the pilot-master if in the case of an outward-bound vessel, as the case may be, and remain first in turn. The master on duty to report the circumstance to the secretary, at the earliest opportunity, to enable him to levy pilotage. Such pilotage to go to credit of Pilotage establishment.

15.—It is the duty of the pilot-masters, and every one on board of a pilot-boat or at the lighthouse, to prevent any breach of the Revenue laws. No article subject to duty is therefore allowed to be brought away from any foreign vessel, or British vessel in the foreign trade, or other vessel whatsoever, either to a pilot-boat or lighthouse; and in case of any such breach of regulation taking place, every one concerned shall be at once suspended until the next meeting of the commissioners, when they will be brought up for trial.

16.—Pilots are not permitted to quarrel on board a vessel, but must make their complaint at the Harbour-office if they are aggrieved. The same regulation to apply to their conduct when in the lighthouse or pilot-boat. Penalty for each offence, 10 *s.*

17.—All pilots, when not down the river, must attend at the Graving Dock Basin at the hour appointed for the boat to go down to the lighthouse, even though not intended to be sent down. Penalty, 10 *s.*

18.—The pilot-masters have orders to suspend any pilots known to be intoxicated, either in the streets, in the pilot-smack or lighthouse, or when in charge of a vessel, till the next meeting of the corporation, when, if the fact be proved, the person offending shall, if a branch pilot, be reduced to a supernumerary; if a supernumerary, be dismissed.

19.—All vessels going to a dock are to be brought up at the entrance with a stern anchor, and warped in.

20.—When discharged from a vessel he brings up, it is the duty of the pilot, in all cases, to report himself to the master in town.

21.—All pilots must go down to the lighthouse or pilot-boat when commanded so to do by the pilot-master, and shall only return to town in a vessel of which he is pilot, and any one disobeying this or any other instruction shall be suspended till next meeting of the corporation. In case of coming late to be sent down, a fine of 10 *s.* will be incurred.

22.—Every pilot must pay particular attention to personal cleanliness, and the pilot-masters are instructed to strike a fine of 5 *s.* on any pilot who does not shave at least twice a week, and put on a clean shirt twice a week.

23.—They are to obey the orders of the chief pilot-master, and pilot-masters, who are to have the same command over pilots, mates, and apprentices, as masters of vessels have over sailors, and have instructions to report daily to the corporation on their conduct. They must assist in taking in, setting sail, in boarding pilots, or any other duty required in either the vessels or boats employed in the pilotage service.

24.—The harbour pilots are not allowed to take advantage of the rates for out-pilotage. It is their duty, in rotation, to board all vessels coming into the harbour. In case of vessels not having cargo, but taking pilots and making a private agreement, the sum agreed for must never exceed the rate in the reduced schedule. The pilots of outward-bound vessels are not considered to have fulfilled their duty till the vessel is in a safe part of the Whitehouse Roads, but when they are required to take such vessels below Carrickfergus from the Whitehouse roads, the master shall pay the full amount of pilotage directed in the Schedule to the Act, or one guinea in addition to the pilotage in the reduced schedule, as extra pilotage, at his option. Any pilot leaving his vessel before the duty is fully discharged, or returning to town in any manner but that provided in these regulations, shall forfeit his pilotage, and be subject to a fine not exceeding 20 *s.* In the case of outward-bound vessels, they will be taken out by the boat from the smack or the light-house.

25.—They must take their turn of watch, which will be relieved every four hours, according to the following regulations on that subject, which apply both to pilot-boat and lighthouse.

26.—First watch of four hours to be kept by the mate on duty, one apprentice, and not less than three pilots.

27.—The second watch by the senior apprentice, and not less than three or four pilots; all pilots to take their turn at this; the first two in turn not to do duty on the watch, but to have their clothes on and sit below, ready to be boarded in the first vessel; when they are boarded the next two must be in readiness. When the master sees a fleet coming in, he must have all hands in readiness to be boarded.

28.—The

PORT OF BELFAST—*continued.*

28.—The pilots must cook for themselves, and when they have finished a meal, they must leave the place as clean as when they commenced. The decks to be washed every morning at seven o'clock; and in summer they must be wet every evening also, at seven o'clock.

29.—The branch pilots may take their turn of all vessels, but the supernumerary pilots are only to take their turn of vessels under 90 tons, unless when all the upper class pilots are boarded, in which case the captain of the pilot-boat must send a supernumerary in a large vessel as far as the lighthouse, whence a branch pilot must be sent on board; but should there be no branch pilot at the lighthouse, the supernumerary is to remain in charge until the vessel reaches the quay, unless an upper class pilot comes on board in the river. The supernumerary in such case to receive one-fourth of the pilotage of that vessel, as long as the payments are not made in shares. This regulation, however, does not apply to steamers, which are to be brought up by whatever pilot is put on board.

APPRENTICES.

30.—To keep up the necessary supply of pilots, the corporation will select a number of apprentices, who shall be bound to them or the pilot-master for a term of six years each. They are to be sent up with the pilots as often as they can be spared from the boat, to enable them to get the necessary knowledge of the business of a pilot, so as to be able to act as supernumerary pilots when their term of apprenticeship expires. It is part of the duty of the branch pilots, as far as possible, to assist them in acquiring this information.

31.—The two senior apprentices will be allowed to act as mates in the pilot-smack and lighthouse for the last years of their service. They are to be boarded on small vessels, when all the other supernumerary pilots are employed. In the first two years of their time, the apprentices are to act generally as apprentices do on board merchant ships. They are to clean out the galley, the master's cabin, the berths, &c., take their turn of watch, and light the fire during the morning watch. They are also to cook for the masters. At the end of two years, when the mates are promoted to act as supernumerary pilots, the two next in succession (unless found on examination by the pilot-master and the corporation, unfit for office) be put forward to act as mates, so that at the end of their time they may be rated, if found worthy of promotion, as supernumerary pilots.

32.—In case of the death of an apprentice, or other cause, such as incapacity, the pilot-masters, with the sanction of the Board, shall make such arrangements to meet the case as may seem most advisable.

OUT-PILOTS.

1.—THE following stations are appointed for out-pilots: Groomsport, Donaghadee, Carrickfergus, and Island Magee. They are intended principally for the accommodation of strangers, but it is optional with masters of vessels to employ them.

2.—The boats of the out or sea pilots must have a white star painted on the bows, to distinguish them from other boats.

3.—It is their duty on boarding vessels to exhibit the licence granted by the Harbour Commissioners, as well as the list of rates endorsed on the pilot notes furnished to them, informing the master at the same time, that he is at liberty to employ him or not, and also that his functions cease at the Whitehouse Roads, or as soon as a Belfast pilot is put on board.

4.—On leaving the vessel he must get a note on the regular form provided, filled up by the master, together with the order for payment on the consignee. In case of the master refusing to sign the note or order for payment, he must apply to the pilot-master.

5.—He is to direct the attention of the master of any vessel refusing his services after having made the usual signal, to the following extract from the Act 10 & 11 Vict., c. 52, s. 105:—"Provided always, that in all cases where any vessel shall have previously made a signal for a pilot, or shall have at the time of any out-pilot offering, a signal for a pilot flying, such vessel shall be liable to pay the usual charge for the pilotage of such vessel, whether such vessel shall have received or taken on board such out-pilot or not." Any attempt to impose on strangers, by false representations, or charges for services rendered, will be severely punished.

PILOT-MASTERS.

1.—THE three pilot-masters are to take the duty in the following monthly rotation, viz.:—

One in the lighthouse, to continue there for one calendar month.

One on board the pilot-smack "Trial," for the same period.

One remaining in Belfast, and attending daily at the Harbour-office, and at the chief pilot-master's office, at the Corporation Dock.

In the second month the master who is in town shall go on board the "Trial," the master of the "Trial" to the lighthouse, and the master of the lighthouse take his turn of duty in town, and thus on in rotation, so that each shall be two months consecutively down the water.

2.—They must in all cases report vessels, arriving or sailing, which do not take pilots, whether in consequence of being under tonnage, or having a licence to be piloted by the master. They must also report all cases of evasion or refusal to receive pilots.

THE MASTER IN TOWN'S DUTY.

3.—To keep a sufficient number of pilots up to take down outward-bound vessels, and have them supplied to such vessels; he is also to send down from the graving dock basin, in the boat sent from the lighthouse, not later than one hour after high water, all the pilots not required to take down vessels.

PORT OF BELFAST—*continued.*

4.—When it blows a gale of wind, so that the boat from the lighthouse cannot come up, which will be shown by a jack hoisted at the flagstaff, the master in town is to send pilots to Gregg's Rocks or Cultra Quay (whichever is the weather side); and in all other cases when the signal is made (a jack with the pilotage flag), the master in town is to send down pilots immediately in one of the corporation boats.

THE MASTER OF PILOT BOAT'S DUTY.

5.—He is to read over the regulations made respecting the duty of pilots, and take care that the same be carried into effect; he must, at a time to be arranged hereafter, stand up to the Folly-road, to meet the boat from the light-house bringing down a supply of pilots, and avoid as much as possible bringing the vessel to anchor, it being the wish of the corporation that the pilot smack shall be kept as much as possible under weigh, and between Carrickfergus and Gray Point. Any neglect of this regulation will be severely punished.

6.—He must cruise at the proper periods, as directed by the chief pilot-master, off the entrance of the harbour, and supply pilots to all inward-bound vessels requiring the same, or which are bound by the pilot regulations to take pilots.

7.—In case, from stress of weather, of the master of the lighthouse making the signal for pilots to be sent down to the weather side of the harbour, he must, before night, stand in as near as he can with safety, and take off a supply of pilots at the hour appointed, either from Gregg's Rocks or Cultra Quay, as the case may be.

8.—In boarding pilots he must put them on board vessels according to their turn, as shown in the list received from the lighthouse, or in case the pilots are taken off by himself from the land, according to an order to be ascertained by lot; he is also to furnish every pilot with a note, to be signed by the master of the vessel, agreeably to the pilotage regulations. The master to keep a regular log in the book furnished from the Harbour-office, containing the pilot's names, time of coming on board, vessel on which they were boarded, and their conduct while on board; also the position of the smack at various periods of the day, and, in case of coming to anchor, the reasons for so doing, and the time of letting go and getting up anchor. This book must be sent up to the office for the inspection of the Corporation at least each month, and must be ready at any moment it may be required for the inspection of the members, or the secretary, or chief pilot-master.

9.—He is not to allow pilots, unless for some well-grounded cause, such as illness, or some private matter of importance, to leave the pilot smack until boarded in regular turn on vessels, nor allow an exchange of duty. In case of leave being granted, the cause must be entered in the log at the time. He is also to send on board inward-bound vessels, with the pilot, any letters of instruction for masters which merchants may send down.

10.—He is to report any steamers which refuse to stop their engines to take a pilot on board, or put one out, to the pilot-master, to enable him to have the penalty of 2 *l.*, ordered by the corporation, enforced.

THE MASTER OF LIGHTHOUSE'S DUTY.

11.—He is to have the lamp cleaned during the day, and prepared for lighting, which must be done immediately after sunset, and the light must be kept burning until sunrise.

12.—Besides attending to the light, the master of the lighthouse has also to perform the following duties regarding boarding of pilots, and supplying them to the pilot boat:—

13.—He is to send his large boat up to town every day, in charge of the mate, to take pilots down during the day tide. The mate on his arrival to report himself to the master in town, and receive the supply of pilots from him.

14.—He is to enter the names of the pilots in his book in the rotation in which they arrive, and when more than one pilot comes down in the same boat he is to ascertain the priority of turn by lot.

15.—He is also to take pilots out of outward-bound vessels as they pass his station, and supply pilots to vessels which have not been supplied from the pilot boat.

16.—At an hour to be agreed on he is to send down to the pilot vessel, by his boat, two-thirds of the pilots in the lighthouse who are first in turn, sending a written list of names, according to their rotation in his book; the pilots remaining to be at the head of the list for next day, according to their turn of coming down, if not previously boarded on vessels bound upwards.

17.—When it blows a gale of wind sufficient to prevent his boat being sent up with safety for a supply of pilots, he is to hoist a jack at the flagstaff, or when he requires a supply of pilots at an unusual period, a jack with his pilotage flag, for the information of the master in town.

18.—He is also to keep a book similar to that directed for the pilot-boat, and give notes to pilots boarded on vessels from the lighthouse, attending also to the regulation respecting pilots leaving the house unless boarded on inward-bound vessels, and the other regulations respecting pilots, their conduct, &c.

19.—He is to report any steamers which refuse to stop their engines to take a pilot on board, or put one out, to the pilot master, to enable him to have the penalty of 2 *l.*, ordered by the corporation, enforced.

Signed, by order,

John Gowan, Chief Pilot Master.

ADDITIONAL PILOTAGE REGULATIONS, commencing 1 February 1853.

The superintendent to have power in all cases of neglect of duty or insubordination to suspend the person from the performance of all the duties of a pilot.

Any pilot leaving the port without sufficient authority in writing for so doing from the superintendent, shall be at once dismissed from the service. The superintendent to be the judge if in any case it be stated that the pilot was carried away in consequence of stress of weather, or a boat not attending to receive him.

All

PORT OF BELFAST—*continued.*

All the pilots to be rated as of one class, and the former distinction made between branch and supernumerary abolished. All these men to take the duty in town and afloat in rotation; that is to say, one-third to be kept in town and two-thirds to go on board the smack. The men for town duty to change every month; the men on town duty to take charge of outward-bound vessels; those in the smack to be boarded, in the usual manner, on vessels inward.

APPRENTICES.

The mode of taking apprentices to be changed with regard to all future appointments, but not to affect any at present under indenture; and, in place of young lads for six years, able-bodied young men, of not less than 17 or 18 years of age, to be taken for three years only, at wages not exceeding 15*s.* per week; such persons to be regularly bound, taught their duty, and, if found fit, to become mates, and to be appointed pilots when the number requires to be increased, should they be considered deserving.

Nos. 2 & 3.—RETURN of the NAMES and AGES of all PILOTS and APPRENTICES licensed or authorised to act by the Harbour Commissioners of *Belfast*, and of all PILOTS or APPRENTICES acting mediately or immediately under such Commissioners, whether so licensed or not, with the Service for which each PILOT or APPRENTICE is licensed; for the Year ending 31 December 1854.

NAMES OF PILOTS.	Age on last Birthday.	Whether Licensed or Authorised.	Service for which Licensed or Authorised to Act.	APPRENTICES.	Age on last Birthday.	Whether Licensed or Authorised.
Robert Brown	56			William Hutchinson	18	
James Hill	55			John Murdoch	17	Yes.
John Carlisle	68			James Armstrong	17	
John M'Clean	53					
John Mills	57					
William Mills	53					
Francis M'Cann	54					
John Benson	45					
Thomas Duff	44					
Thomas Shaw	42					
John Simpson	51					
William M'Cartney	52					
James Fee	42	Yes	To pilot all vessels with cargoes, excepting those licensed under the Pilotage Act, from or to the quays of Belfast and the limits of Carrickfergus, on the Antrim side of the Lough, and Grey Point, on the County Down side.			
Robert Kennedy	36					
Richard M'Greevy	30					
Henry M'Clean	35					
Charles M'Clean	38					
Samuel Mills	45					
Thomas Miskimons	44					
Thomas Lyons	40					
John Holmes	39					
Robert Mills	35					
Robert Stewart	26					
Hugh M'Greevy	24					
John Armstrong	27					
Daniel M'Cullough	39					

NAMES of PILOTS holding Licences from the Harbour Commissioners of Belfast to Pilot Vessels, if their services are required outside the limits of Carrickfergus and Grey Point, and who are authorised to receive by themselves the amount of Pilotage for their services.

John Davison, Carrickfergus.
Joseph M'Muster, Carrickfergus.
Thomas Hunter, Groom's Port.
William Hunter, Groom's Port.
Thomas Couler, Carrickfergus.
John M'Calmont, Islandmagee.
William Davidson, Carrickfergus.
Robert Niblock, Groom's Port.
John Hill, Islandmagee.
Samuel Davidson, Carrickfergus.
James M'Intosh, Groom's Port.
William M'Dowall, Donaghadee.
John Murdoch, Groom's Port.
William Morrison, Ballywalter.

PORT OF BELFAST—*continued.*

No. 4.—RETURN of the RATES of PILOTAGE now in force, including the Rates and Descriptions of all Charges upon Shipping made for or in respect of Pilots or Pilotage at the Port of *Belfast*; for the Year ending 31 December 1854.

RATES OF PILOTAGE, 1 January 1847.

Registered Tonnage.	Vessels not Steamers.	Vessels being Steamers.	Vessels towed by Steamer.	To and from Garmoyle.	Registered Tonnage.	Vessels not Steamers.	Vessels being Steamers.	Vessels towed by Steamer.	To and from Garmoyle.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.		£. s. d.	£. s. d.	£. s. d.	£. s. d.
30 and under 40	– 4 –	– 2 –	– 3 –	– 1 4	225 and under 250	1 3 6	– 10 –	– 17 9	– 7 10
40 „ 50	– 5 –	– 2 6	– 3 9	– 1 8	250 „ 275	1 4 6	– 11 –	– 18 6	– 8 2
50 „ 60	– 6 –	– 3 –	– 4 6	– 2 –	275 „ 300	1 6 –	– 12 –	– 19 6	– 8 8
60 „ 70	– 7 –	– 3 6	– 5 3	– 2 4	300 „ 325	1 8 –	– 13 –	1 1 –	– 9 4
70 „ 80	– 8 –	– 4 –	– 6 –	– 2 8	325 „ 350	1 9 6	– 14 –	1 2 –	– 9 10
80 „ 90	– 9 –	– 4 6	– 6 9	– 3 –	350 „ 375	1 11 –	– 15 –	1 3 3	– 10 4
90 „ 100	– 10 –	– 5 –	– 7 6	– 3 4	375 „ 400	1 12 6	– 16 –	1 4 6	– 10 10
100 „ 110	– 11 –	– 5 6	– 8 3	– 3 8	400 „ 450	1 14 –	– 17 –	1 5 6	– 11 4
110 „ 120	– 12 6	– 6 –	– 9 6	– 4 2	450 „ 500	1 16 –	– 18 –	1 7 –	– 12 –
120 „ 130	– 14 –	– 6 6	– 0 6	– 4 8	500 „ 600	2 – –	1 – –	1 10 –	– 13 4
130 „ 140	– 15 6	– 7 –	– 11 9	– 5 2	600 „ 700	2 4 –	1 2 –	1 13 –	– 14 8
140 „ 150	– 17 –	– 7 6	– 12 9	– 5 8	700 „ 800	2 8 –	1 4 –	1 16 –	– 16 –
150 „ 160	– 18 –	– 8 –	– 13 6	– 6 –	800 „ 900	2 12 –	1 6 –	1 19 –	– 17 4
160 „ 175	– 19 –	– 8 6	– 14 3	– 6 4	900 „ 1,000	2 16 –	1 8 –	2 2 –	– 18 8
175 „ 200	1 1 –	– 9 –	– 15 9	– 7 –	1,000 „ 1,100	3 – –	1 10 –	2 5 –	1 – –
200 „ 225	1 2 6	– 9 6	– 17 –	– 7 6	1,100 „ 1,200	3 4 –	1 12 –	2 8 –	1 1 4

THE Pilot forfeits his Pay unless he can show that he has exhibited this Paper to the Master:

FOR the accommodation of strangers there are, in addition to the harbour pilots, out or sea pilots, under the sanction of the Belfast Corporation, at Groomsport, Donaghadee, Carrickfergus, and Islandmagee, who are entitled, if employed (which is optional with masters of vessels), to the following rates; but, on boarding vessels, an out-pilot should inform the master or person in command, that he is not obliged to take an out-pilot, but is at liberty to employ him or not on the terms recommended in the following table, and also, that his functions cease at the Whitehouse Roads, or as soon as a Belfast pilot is put on board.

RATES of PILOTAGE to be paid the Out-Pilots.

	£.	s.	d.
Outside the Black-head, or outside the buoy of the Briggs to the Whitehouse Roads, of 200 tons or upwards	2	2	–
Above 100 and under 200 tons	1	11	6
Not exceeding 100 tons	1	–	–
Outside the Grey Point, or outside Killroot Point, of 200 tons or upwards	1	1	–
Above 100 or under 200 tons	–	15	–
Not exceeding 100 tons	–	10	–

Masters of vessels will take notice that the boats of the out or sea pilots have a white star on the bows.

The above rates for out-pilotage do not include any vessels usually trading to this port, or whose masters are acquainted with the navigation.

Masters who make a signal for a pilot before coming abreast of Carrickfergus on the north side, or passing Grey Point on the south side, become thereby subject to the charge for out-pilotage, in addition to the harbour pilotage. The harbour pilots are put aboard from a smack having a black ball in the mainsail.

Vessels, the master or mate of which has a licence to pilot, pay one halfpenny on the register tonnage to support the lighting of the channel.

A deduction is made off the pilots' wages of one-fifth to support the boats, &c.; this arrangement originated as follows:

At one time each pilot had his own boat and boys to work it, and he gave one-fourth of what was earned as wages. When the commissioners, to raise the moral condition of the men, purchased a large smack, and made other useful arrangements, it was considered they could pay the annual charge by the smaller deduction of ⅕th. The result proves the accuracy of this, as on the whole the establishment has neither gained nor lost.

No. 5.—

No. 5.—RETURN of the TOTAL AMOUNT received for PILOTAGE of VESSELS Into and Out of the Port of *Belfast*; distinguishing the Amounts received from British Vessels and from Foreign Vessels respectively, and the several Amounts received in respect of Vessels paying different Rates of Pilotage, and the several Amounts received for the several Classes of Service rendered by Pilots, together with the Number of the Vessels of each of the Classes paying such Amount as aforesaid; for the Year ending 31 December 1854.

(1.)--INWARDS.

DISTANCES for which PILOTED According to the different Distances in the Scale of Rates.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.				PRIVILEGED.					
	Not Towed by Steam.		Towed by Steam.		Not towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No. of Vessels.	Amount.	No. of Vessels.	Amount.	No. of Vessels.	Amount.	No. of Vessels.	Amount.	No. of Vessels.	Amount.	No. of Vessels.	Amount.	No. of Vessels.	Amount.
From Garmoyle to Quay:		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
January	114	50 18 4	66	43 13 1	1	– 10 –	3	4 4 –	4	4 4 –	5	2 19 4	193	106 8 9
February	128	55 3 7	122	70 15 7	–	–	5	3 7 –	–	–	3	3 6 5	258	132 12 7
March	302	124 19 10	130	76 15 9	2	1 11 3	3	2 13 9	4	2 6 –	7	5 18 2	448	214 4 9
April	236	97 12 4	59	35 4 1	1	1 2 6	1	– 8 9	1	1 2 6	–	–	298	135 10 2
May	258	107 15 4	74	42 19 5	3	2 16 1	1	– 14 –	5	5 4 1	–	–	341	159 8 11
June	345	141 19 4	44	31 10 –	2	2 4 6	4	5 – 9	12	9 7 –	4	4 3 3	411	194 4 10
July	220	88 15 1	64	36 12 6	4	4 – 6	7	8 16 3	3	2 11 6	4	3 6 6	302	144 2 4
August	193	76 17 10	90	46 12 –	5	3 7 6	24	25 18 –	4	3 19 –	11	8 8 –	327	165 2 4
September	251	102 10 4	106	62 8 –	2	1 3 6	13	17 14 2	4	3 5 –	8	7 4 –	384	191 19 8
October	219	83 – 10	81	45 10 –	–	–	5	5 18 –	2	1 12 –	4	4 8 8	311	140 9 6
November	191	76 8 4	129	71 12 1	2	– 19 –	2	1 14 9	–	–	4	2 15 5	328	153 9 7
December	77	36 19 10	37	28 9 6	1	– 6 –	3	3 10 –	1	– 18 –	1	– 12 9	120	70 16 1
TOTAL	2,534	1,043 1 –	1,002	589 16 8	23	18 – 10	71	79 19 5	40	34 9 1	51	43 2 6	3,721	1,808 9 6

(2.)--OUTWARDS.

January	20	8 2 –	43	31 3 9	1	– 10 –	1	– 17 –	–	–	–	–	65	40 12 9
February	25	9 1 6	38	27 12 2	3	4 3 –	–	–	1	1 2 6	–	–	67	41 19 2
March	24	10 15 –	50	34 2 6	1	1 3 6	3	4 7 9	–	–	–	–	78	50 8 9
April	29	9 – –	29	19 16 9	–	–	1	– 17 –	–	–	2	2 12 6	61	32 6 3
May	15	4 2 –	31	20 12 –	1	1 8 –	6	5 10 6	–	–	–	–	53	31 12 6
June	17	5 9 6	39	27 8 6	1	1 2 6	2	1 16 9	–	–	–	–	59	35 17 3
July	23	7 18 6	42	22 17 –	1	– 19 –	2	3 11 3	1	2 – –	1	– 13 6	70	37 19 3
August	25	8 19 –	51	25 4 –	–	–	3	3 7 3	–	–	–	–	79	37 10 3
September	22	8 2 –	34	22 16 6	1	1 12 6	3	3 14 3	3	2 5 –	–	–	63	38 10 3
October	13	4 – –	30	21 14 6	–	–	–	–	2	1 10 –	–	–	45	27 4 6
November	25	8 12 –	42	31 11 –	–	–	–	–	–	–	–	–	67	40 3 –
December	18	7 12 –	30	21 4 9	–	–	–	–	–	–	–	–	48	28 16 9
TOTAL	256	91 13 6	459	306 3 5	9	10 18 6	21	24 1 9	7	6 17 6	3	3 6 –	755	443 – 8

PORT OF BELFAST—*continued.*

No. 6.—ACCOUNT of the RECEIPT and EXPENDITURE of all MONIES received by or on behalf of the Harbour Commissioners of *Belfast*, in respect of Pilots or Pilotage; for the Year ending 31 December 1854.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
To amount of fees received from applicants for licences and certificates	22	11	6	By amount paid for or in respect of pilot boats	503	10	9
					392	*16*	*1*
To gross amount received for inward pilotage	1,823	10	10	By amount paid for pensions or superannuations	*30*	–	–
To gross amount received for outward pilotage	477	8	3	By amount paid for pilots' wages	1,797	8	4
	2,323	10	7	*Note.*—There are no charges in respect of salaries or rent.			
To balance	400	4	7				
£.	2,723	15	2	£.	2,723	15	2

* It is the wish of the Harbour Commissioners not to take advantage of their pilotage schedule for purposes of income, and they only charge what covers pilots' wages.

In 1843 they advanced the sum required for the purchase of pilot-boats, taking as an equivalent one-fifth of the wages, the pilots having stated that it required one-fourth to maintain the boats they previously used.

When the channel was lighted for the use of steamers principally, this became an annual charge, payable out of the pilotage fund; so that when those vessels took out licences, it was considered equitable to charge them with the proportion of lighting expense that their pilotage previously contributed.

In 1854 the repairs were considerable, and it was also found necessary to increase the master's wages, which causes the outlay in *italics* over and above what the fund afforded.

Note.—The pensions are: two widows, at 10 *l.* each; one widow, at 4 *l.*; one superannuated pilot, 6 *l.*

17 February 1855. *Edmund Getty*, Secretary.

PORT OF COLERAINE.

No. 1.—RETURN of all BYE-LAWS, REGULATIONS, ORDERS, or ORDINANCES relating to PILOTS or PILOTAGE now in force within the Jurisdiction of the *Portrush* Harbour Commissioners; for the Year ending 31 December 1854.

BYE-LAWS, RULES, ORDERS, and REGULATIONS of the Corporation of the *Portrush* Harbour Company, under the Acts 7 & 8 Geo. 4, c. 103.

PILOT MASTERS AND PILOTS.

1.—That every person, not duly licensed, who shall conduct any trading vessel into or out of the harbour of Portrush or the river Bann, shall forfeit double the amount of pilotage, according to the annexed rates, or the sum of 5 *l.*; and this regulation to refer to masters of vessels as well as other persons, unless in such cases as they have not been able to procure a pilot after making the usual and necessary signals.

2.—The pilot first for duty to be on the look-out, and to report to the pilot-master when any vessel is in sight for the harbour; and when a flag or jack is hoisted on any vessel for a pilot, it will be the duty of the pilot to proceed to sea without delay to meet her, taking the turn in rotation. The pilots to be obliged to go to any distance the pilot-master may think right, for the purpose of boarding vessels; and if there be any doubt who should do the duty, the pilot-master to decide.

3.—That every pilot is to be furnished with a certificate, to be signed by the master of the vessel he has in charge, which certificate he is to return to the pilot-master; and until he has done so, he is not to be considered as off duty. The pilot-master to return these notes to the collector of Coleraine at the end of every three months.

4.—On a pilot offering himself, and exhibiting his licence, a master of a vessel cannot refuse him; if he does, he subjects himself to the penalties of the Act 7 & 8 Geo. 4, c. 103.

5.—A vessel to be considered piloted into Portrush when safely moored at her discharging berth (but the pilot is not at liberty to leave the vessel until the 18th article of these regulations is fully complied with); and the pilot is at all times to take the instructions of the harbour-master where she is to be berthed.

6.—A vessel

PORT OF COLERAINE—*continued.*

6.—A vessel to be considered piloted to Coleraine quay when safely moored there; and no pilot is at liberty to leave the vessel, at any time, until she is so moored. If a master of a vessel requires to employ one or more extra pilots, he is to apply to the pilot-master, who is to furnish him with such; each extra pilot to be paid 3 *s.* for tide's work, other assistants 2 *s.* per tide's work.

7.—When a vessel is destined for Coleraine quay, it is the duty of the pilot to take her into Portrush, either for safety or for the purpose of lightening, without any charge, unless altogether discharged there; in which case he is entitled to the Portrush pilotage only. Likewise, when a vessel is partly laden at Coleraine quay, and completes her cargo at Portrush, he is then entitled to the Coleraine pilotage only.

8.—Should any vessel be in want of a pilot, and none can be procured, and there shall be any pilot on board any other vessel coming into or going out of the harbour of Portrush, or going into or coming out of the river Bann, such pilot on board any such other vessel may lead the way for and conduct the vessel so in want of a pilot; and the master of every such vessel so piloted by any pilot leading the way in such other vessel, shall be subject to the rates of pilotage, as if the pilot had actually been on board.

9.—The pilotage of a vessel outwards, fully laden, to be the same as inwards; but if only partly laden or in ballast, one-half of the pilotage.

10.—The pilotage to be paid to the collector of the harbour dues at Coleraine.

11.—The pilots, when called upon by the pilot-master, to assist in every case for the benefit of all vessels in the harbour, to enable the harbour-master to perform his duty, are to obey his orders; and neglecting or refusing to comply therewith, are subject to a penalty of 5 *l.*, or such other punishment as the corporation may think fit.

12.—The pilot-boat to be always kept in good repair; and the man on the look-out to be accountable for any injury the boat may sustain by his neglect or want of attention.

13.—Four pilots are to go in the pilot-boat and sound the bar during the summer months, when the pilot-master may think it necessary.

14.—When the master of any vessel at Coleraine wants a pilot to attend him, he is to send to the pilot-master at Portrush, who is to appoint the next in turn; and when the vessel is down at the bar, and not fit to take it, he is to go ashore with the master, and deliver up his charge to the river pilot, who is to receive whatever part of the pilotage he may be entitled to, which is to be determined by the pilot-master. If there should be more than one vessel detained, the first to be in charge of the river pilot, and the other pilots are to remain on board their respective vessels, the masters of which to supply the pilots with beds and victuals.

19.—RATES OF PILOTAGE ON BRITISH VESSELS.

INTO PORTRUSH.

	£.	s.	d.
Vessels under 10 tons	–	1	6
10 and under 15 „	–	2	6
15 „ 20 „	–	3	–
20 „ 25 „	–	4	–
25 „ 30 „	–	4	6
30 „ 35 „	–	5	–
35 „ 40 „	–	5	6
40 „ 45 „	–	6	–
45 „ 50 „	–	6	6
50 „ 55 „	–	7	–
55 „ 60 „	–	7	6
60 „ 65 „	–	8	–
65 „ 70 „	–	8	6
70 „ 75 „	–	9	–
75 „ 80 „	–	9	6
80 „ 85 „	–	10	–
85 „ 90 „	–	10	6
90 „ 95 „	–	11	–
95 „ 100 „	–	11	6
100 „ 110 „	–	12	–
110 „ 120 „	–	12	6
120 „ 140 „	–	15	–
Vessels 140 tons and under 160 tons	–	17	–
160 „	1	1	–
180 „	1	3	6
200 „	1	6	–
220 „	1	8	6
240 „	1	11	–
260 „	1	13	6
280 „	1	16	–
300 „	1	18	6
320 „	2	1	–
340 „	2	3	6
360 „	2	6	–
380 „	2	9	–
400 „	2	11	6
420 „	2	14	–
440 „	2	16	6
460 „	2	19	–
480 „	3	1	6
500 „ and upwards	3	4	–

10 per cent. additional to these rates is now charged on all vessels above 50 tons.

15 per cent. additional on vessels under 50 tons.

PORT OF COLERAINE—*continued.*

To COLERAINE QUAY.

	£.	s.	d.
Vessels under 10 tons	–	4	–
10 and under 15 „	–	6	–
15 „ 20 „	–	7	–
20 „ 25 „	–	9	–
25 „ 30 „	–	11	–
30 „ 35 „	–	13	–
35 „ 40 „	–	15	–
40 „ 45 „	–	16	–
45 „ 50 „	–	17	–
50 „ 55 „	–	18	–
55 „ 60 „	1	–	–
Vessels 60 tons and under 65 tons	1	2	6
65 „ „ 70 „	1	5	–
70 „ „ 75 „	1	7	6
75 „ „ 80 „	1	10	–
80 „ „ 85 „	1	12	6
85 „ „ 90 „	1	15	–
90 „ „ 95 „	1	17	6
95 „ „ 100 „	2	–	–
100 „ „ 110 „	2	2	–
110 „ „ 120 „	2	5	–
120 „ „ 140 „ and upwards	2	10	–

Ballast-Office, Portrush, 1 July 1840.

Nos. 2 & 3.—RETURN of the NAMES and AGES of all PILOTS and APPRENTICES licensed or authorised to act by the *Portrush* Harbour Commissioners, and of all PILOTS or APPRENTICES acting mediately or immediately under such Commissioners, whether so licensed or not, with the Service for which each PILOT or APPRENTICE is licensed; for the Year ending 31 December 1854.

NAMES OF PILOTS.	Age on last Birthday.	Whether Licensed or Authorised.	Service for which Licensed or Authorised to Act.	APPRENTICES.
John Gillespie	42	Yes	Off the coast and for Portrush Harbour.	None.
Charles Galbraith	43			
Alexander Clark	48			
William Gillespie	37			
George Scott	49			
Alexander M'Kirgan	39			

No. 4.—RETURN of the RATES of PILOTAGE now in force, including the Rates and Descriptions of all Charges upon Shipping made for or in respect of Pilots or Pilotage at the Port of *Coleraine*; for the Year ending 31 December 1854.

In addition to the list of rates, in Return No. 1, p. 231, and above, the rate of pilotage on steamers is 6 *s.* for each call: say, 3 *s.* inwards, and 3 *s.* outwards.

PORT OF COLERAINE—*continued.*

No. 5.—RETURN of the TOTAL AMOUNT received for PILOTAGE of VESSELS Into and Out of the Port of *Coleraine*, distinguishing the Amounts received from British Vessels and from Foreign Vessels respectively, and the several Amounts received in respect of Vessels paying different Rates of Pilotage, and the several Amounts received for the several Classes of Service rendered by Pilots, together with the Number of the Vessels of each of the Classes paying such Amounts as aforesaid; for the Year ending 31 December 1854.

(1.)—INWARDS.

DISTANCES for which PILOTED, According to the different Distances in the Scale of Rates.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
	COASTERS.		OVERSEA.		PRIVILEGED.		UNPRIVILEGED.			
	No. of Vessels.	Amount.	No. of Vessels.	Amount.	No. of Vessels.	Amount.	No. of Vessels.	Amount.	No. of Vessels.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From off mouth of the River Bann to Coleraine.	16	13 – 8	- -	- - -	- -	- - -	- -	- - -	16	13 – 8
From off Portrush Harbour into Harbour of Portrush. .	227	74 13 4	- -	- - -	1	1 13 6	- -	- - -	228	76 6 10
TOTAL - - -	243	87 14 –	- -	- - -	1	1 13 6	- -	- - -	244	89 7 6

(2.)—OUTWARDS.

From Quay of Coleraine to off entrance to River Bann.	16	6 10 4	- -	- - -	- -	- - -	- -	- - -	16	6 10 4
From Portrush Harbour to out of, and off, Portrush Harbour.	227	43 8 2	- -	- - -	1	– 16 9	- -	- - -	228	44 4 11
TOTAL - - -	243	49 18 6	- -	- - -	1	– 16 9	- -	- - -	244	50 15 3

No. 6.—ACCOUNT of the RECEIPT and EXPENDITURE of all MONIES received by or on behalf of the *Portrush* Harbour Commissioners, in respect of Pilots or Pilotage; for the Year ending 31 December 1854.

Dr.	£. s. d.	*Cr.*	£. s. d.
To gross amount received for inward pilotage - - - - - - -	89 7 6	By amount paid for receiver's fees, 5 per cent. on amount.	7 – 1
To gross amount received for outward pilotage - - - - - - -	50 15 3	By amount paid for pensions or superannuations - - - - - - -	5 – –

18 April 1855. *Gwin & Co.*, Receivers.

PORT OF CORK.

No. 1.—RETURN of all BYE-LAWS, REGULATIONS, ORDERS, or ORDINANCES relating to PILOTS or PILOTAGE now in force within the Jurisdiction of the Harbour Commissioners of *Cork*; for the Year ending 31 December 1854.

For Regulations, *see* Return No. 4, pages 235 and 236.

PORT OF CORK—*continued.*

Nos. 2 & 3.—RETURN of the NAMES and AGES of all PILOTS and APPRENTICES licensed or authorised to act by the Harbour Commissioners of *Cork*, and of all PILOTS or APPRENTICES acting mediately or immediately under such Commissioners, whether so licensed or not, with the Service for which each PILOT or APPRENTICE is licensed; for the Year ending 31 December 1854.

No.	NAMES.	Age.	Whether Licensed or Authorised.
		Yrs.	
Pilots who reside at Queenstown:			
1	Thomas White	52	
2	John Murphy	42	
4	William Connor	31	
6	John Olden	49	
8	James Murphy	53	
9	William Kearman	54	
11	John Cavanagh	63	
12	John Cotter	44	
13	David Walsh	37	
14	William Cotter	36	
15	John Walsh	43	
19	Michael Buckley	59	
20	John Whelan	49	
21	John Horogan	40	
23	Daniel Allen	45	
24	Edward Cotter	40	
25	James Nash	37	
26	Patrick Saunders	37	
27	John Carey	40	
28	John Burke	52	
29	Patrick Whelan	48	
33	John Flynn	50	
38	William Downey	46	
39	William Hartnett	43	
40	Michael Connor	41	
41	William Barry	36	
42	Michael Rogers	45	
43	David Mulcahy	63	
44	Thomas Saunders	32	
45	Edward Smith	41	
48	Thomas Ahern	48	
51	William Spelman	56	
52	Michael Burke	35	
53	Joseph Butt	53	
55	Michael Lamb	37	
58	William Connor	74	
72	Michael Harrington	40	
87	John Cotter	43	
89	William Dunn	42	
94	James Kerby	39	
100	Peter Ahern	29	
Pilots who reside at Carrigaloe:			
7	Hugh White	45	
10	John Butler	60	
16	Daniel Butler	62	
18	Daniel Gorman	61	
37	Thomas Harris	36	
46	John O'Neill	38	
57	Michael Gorman	58	
86	Charles Geary	65	
Pilots at Passage:			
34	Edward Meara	66	
95	John Hallahan	61	
Pilots who reside at Whitegate:			
49	Jeremiah Carrol	65	
50	John Murphy	42	
93	James Murphy	58	
Pilots who reside at Ballycotton:			
35	John Reardon	55	
96	David Sullivan	36	
Pilot who resides at Poorhead:			
31	William Dunn	44	
Pilots who reside at Ballinacurra:			
90	William Bransfield	67	
91	William Walsh	69	
92	Richard Wallis	49	
Pilot who resides at Gallyhead:			
59	John Lombard	40	
Pilots who reside at Kinsale:			
54	John Sullivan	57	No.
60	Michael Nugent	36	
61	John Hurley	29	
65	John Drinan	38	
66	Edward M'Carthy	57	
67	Michael Montjoy	53	
68	James Connor	54	
69	Michael Cronick	66	
76	John Fleming	43	
78	John Leary	66	
79	James Mahony	52	
80	Timothy Harrington	40	
82	Patrick M'Carthy	54	
83	Timothy Cadigan	58	
97	Daniel Brien	46	
98	Patrick Shehan	35	
Pilots who reside at Crookhaven:			
62	Denis Mahony	60	
63	George Ellis	63	
74	Patrick Leahy	43	
75	John Mahony	39	
85	Thomas Downey	44	
88	Thomas Ellis	29	
99	John Canty	57	
101	Daniel Mahony	40	
102	Jeremiah Mahony	30	
103	Denis Mahony	26	

Total Branch Pilots, 87:—Viz.:

Queenstown, 41.	Passage, 2.	Ballycotton, 2.	Ballinacurra, 3.	Galleyhead, 1.
Carrigaloe, 8.	Whitegate, 3.	Poorhead, 1.	Kinsale, 16.	Crookhaven, 10.

APPRENTICES - - - - - - None.

17 January 1855.

Joseph T. Speamy,
Secretary and Clerk of Proceedings.

PORT OF CORK—*continued.*

No. 4.—RETURN of the RATES of PILOTAGE now in force, including the Rates and Descriptions of all Charges upon Shipping made for or in respect of Pilots or Pilotage at the Port of *Cork*; for the Year ending 31 December 1854.

RATES and REGULATIONS for PILOTS at the Port of *Cork*, agreed to, ratified, and confirmed by the Harbour Commissioners.

THE outside Limits of the Harbour shall be from a line between Poor Head on the East and Cork Head on the West of the Harbour's Mouth, with a Look-out from the Old Head of Kinsale to Ballycotton Island, to look out for Vessels coming in.

	VESSELS.	To Cove.	To Passage.	To Cork.
		£. s. d.	£. s. d.	£. s. d.
For Coasters and Colliers	Under 80 tons	– 5 –	– 7 6	– 10 –
	From 80 to 120 tons	– 6 –	– 8 –	– 12 –
	„ 120 to 200 tons	– 8 –	– 10 –	– 16 –
For all other British Vessels	Under 80 tons	– 6 –	– 8 –	– 12 –
	From 80 to 120 tons	– 10 –	– 12 6	– 18 –
	„ 120 to 160 tons	– 15 –	1 – –	1 5 –
	„ 160 to 220 tons	1 – –	1 5 –	1 10 –
	„ 220 to 300 tons	1 10 –	2 – –	2 10 –
	„ 300 to 400 tons	1 15 –	2 5 –	2 15 –
	„ 400 to 500 tons	2 – –	2 10 –	3 – –

With an increase of 5 *s.* for every 100 tons over 500.

The RATES of PILOTAGE for Vessels taking Pilots within the Harbour to be as follows:

	VESSELS.	Cove to Passage.	Passage to Cork.
		£. s. d.	£. s. d.
For Coasters and Colliers	Under 80 tons	– 3 4	– 5 –
	From 80 to 120 tons	– 3 4	– 7 6
	„ 120 to 200 tons, and upwards	– 4 2	– 8 4
For all other British Vessels	Under 80 tons	– 3 4	– 7 6
	From 80 to 120 tons	– 4 2	– 8 4
	„ 120 to 160 tons	– 7 6	– 12 6
	„ 160 to 220 tons	– 9 –	– 15 –
	„ 220 to 300 tons	– 15 –	1 – –
	„ 300 to 400 tons	– 17 6	1 5 –
	„ 400 to 500 tons, and upwards	1 – –	1 10 –

N. B.—Foreign vessels to pay one-fourth in addition to the above rate, and 5 *s.* for every 100 tons over.

The tonnage to be ascertained by register.

The rates to and from Monkstown, and to and from the East Ferry, to be the same as those to Passage, and the rates to and from Ballinacurra to be same as those to Cork.

Vessels stopping to unload at Blackrock to pay the same rates as to Cork.

The rates of pilotage outwards throughout the year, to the outside of the harbour's mouth, to be the same as those inwards, except for colliers and coasters in ballast, which shall be one-fourth less than the foregoing rates.

The rates of pilotage inwards only, from the 1st of October to the 1st of April in every year, to be an increase of one-fourth of the rates specified in the foregoing schedules.

PORT OF CORK—*continued.*

Pilots not to leave vessels given them in charge until moored at the place of loading or unloading such vessel, unless discharged by the captain.

Pilots, in case of extra detention by the master of the vessel, to be paid 3 *s.* 4 *d.* per day in addition to his pilotage, and those detained by quarantine 5 *s.* per day.

No pilot allowed to make terms for himself.

Vessels having coast pilots on board, such pilots (unless furnished with branches) shall be superseded by branch pilots, at the limits hereby established.

Branch pilots being competent to act as coast pilots, allowed to do so.

Pilots to show their branches on boarding vessels, and to be furnished with a copy of these regulations, which they are directed to show the captain at the same time.

Any pilot convicted before the Board of misconduct shall forfeit his branch.

Any pilot placing a vessel in any berth to which the harbour-master objects, shall remove her without charge.

When the vessel is towed by a steamer, the pilot's charge is one fourth less than the above.

Any pilot passing a vessel with a signal for a pilot up, without going on board, to be suspended.

When any vessel in charge of a pilot does or receives any damage, his branch shall be withdrawn until the case is investigated.

Any pilot omitting to hoist his number whilst in charge of a vessel, to be fined 5 *s.* for each offence.

French and American vessels being privileged by treaty, to pay pilotage as British vessels.

William P. White, Harbour Master.

No. 5.—RETURN of the TOTAL AMOUNT received for PILOTAGE of VESSELS Into and Out of the Port of *Cork*, distinguishing the Amounts received from British Vessels and from Foreign Vessels respectively, and the several Amounts received in respect of Vessels paying different Rates of Pilotage, and the several Amounts received for the several Classes of Service rendered by Pilots, together with the Number of the Vessels of each of the Classes paying such Amounts as aforesaid; for the Year ending 31 December 1854.

THE pilots receiving their money from the captains and masters of vessels, make no returns whatever, nor are they competent to do so.

No. 6.—ACCOUNT of the RECEIPT and EXPENDITURE of all MONIES received by or on behalf of the Harbour Commissioners of *Cork*, in respect of Pilots or Pilotage; for the Year ending 31 December 1854.

Nil.—*See* Statement in answer to Return No. 5, above.

17 January 1855.

Jos. T. Speamy,
Secretary and Clerk of Proceedings.

PORT OF DROGHEDA.

No. 1.—RETURN of all BYE-LAWS, REGULATIONS, ORDERS, or ORDINANCES relating to PILOTS or PILOTAGE now in force within the Jurisdiction of the Harbour Commissioners of *Drogheda*; for the Year ending 31 December 1854.

THERE are not any Bye-laws, Regulations, Orders, or Ordinances in force in this Port, other than the following extract from the Drogheda Harbour Act.

By the Commissioners appointed by the Act of the 5th Victoria, Sess. 1842, for the Improvement of the Port and Harbour of *Drogheda*.

RULES and REGULATIONS to be observed in this Port and Harbour, from and after the 20th day of November 1842.

(*Extracted from the Drogheda Harbour Act.*)

And be it enacted, that every person offering himself as pilot to any ship or vessel off or in the said port and harbour shall declare whether he be duly appointed and licensed by the said Commissioners to act as pilot, pursuant to the directions of this Act; and if any person so offering himself, and not licensed, shall, at the time or times he shall so offer himself as pilot, declare himself to be so authorised and appointed as aforesaid, every such person shall for such offence forfeit and pay any sum not exceeding 5 *l.*

And

PORT OF DROGHEDA—*continued.*

And be it enacted, that if it shall happen that a pilot licensed as aforesaid shall not appear alongside of and offer himself to any ship or vessel coming from sea into the said port and harbour, before such ship or vessel shall arrive in that part of the open sea between Clogher Head and the Skerries, or during such time as such ship or vessel shall be between the said points, such ship or vessel having for at least 15 minutes previous the usual signal or flag for a pilot flying, then and in such case it shall and may be lawful to and for any person whom the master or commander of the said ship or vessel shall think proper to appoint, though not a licensed pilot, to take charge and care of the said ship or vessel as pilot thereof, and no pilotage shall be paid by the master or commander of such ship or vessel to the said Commissioners.

And be it enacted, that in case the master, owner, or other commander of any ship or vessel (save and except steam-vessels), inward or outward bound, who is required by this Act to employ a pilot, shall refuse to take on board and employ a pilot, so to be licensed as aforesaid, who shall offer his services, such master, owner, or commander shall pay, or cause to be paid, the usual pilotage to the said Commissioners for the services of such pilot who first offered his services and was refused as aforesaid, according to the different rates and prices directed to be paid, over and above any other penalty to which such master, owner, or commander may be liable.

And be it enacted, that if any such licensed pilot as aforesaid who shall go on board any ship or vessel going into or coming out of the said port or harbour for the purpose of piloting the same, shall wilfully or in any manner neglect or refuse to perform his duty in piloting such vessel, so as to cause any unnecessary delay or injury to such ship or vessel, and shall be thereof convicted, on the oaths of two or more credible witnesses, before the mayor for the time being in the said town of Drogheda, or any justice of the peace for the county of Louth or county of Meath, or county of the town of Drogheda, such pilot shall, for every such offence, forfeit and pay such sum as such chief magistrate or justice of the peace shall think fit, not exceeding 5*l.*

Nos. 2 & 3.—RETURN of the NAMES and AGES of all PILOTS and APPRENTICES licensed or authorised to act by the Harbour Commissioners of *Drogheda*, and of all PILOTS or APPRENTICES acting mediately or immediately under such Commissioners, whether so licensed or not, with the Service for which each PILOT or APPRENTICE is licensed; for the Year ending 31 December 1854.

NAMES OF PILOTS.	Age on last Birthday.	NAMES OF PILOTS.	Age on last Birthday.	Whether Licensed or Authorised by the above-mentioned Authority or not.	Service for which Licensed, or Authorised to Act.
FIRST CLASS:		FIRST CLASS—*continued.*			
1. Thomas Boylan	23	19. Thomas M'Guirk	43		
2. John Boylan	58	20. Edward Sheridan	44		
3. Matthew Owens	50	21. John Owens	52		
4. James Boylan	56	22. Patrick Owens	50		
5. Peter Fitzpatrick	62	23. Patrick Owens	65		
6. Peter Owens	48	24. Thomas Boylan	28		
7. James Beggs	55	25. Patrick Boylan, jun.	27		
8. John Owens	60	26. Henry Garvey	48		
9. John Reynolds	51	27. Peter Sheridan	47	Yes	Piloting all vessels within the port and harbour of Drogheda.
10. William Maguirk	40	28. Thomas Owens	46		
11. Mathew Owens	38	29. Thomas Boylan	35		
12. James Owens	42	30. Patrick Owens	44		
13. Nicholas Boylan	52	31. Patrick Owens	30		
14. Thomas Maguirk	57	32. John Brodigan	55		
15. Bartholomew M'Guirk	40	33. John Garvey	34		
16. Patrick Freeman	28	34. James Rourke	35		
17. Patrick Owens	33	35. Thomas Owens	32		
18. Thomas M'Guirk	35				

(*continued*)

PORT OF DROGHEDA—*continued.*

NAMES OF PILOTS.	Age on last Birthday.	NAMES OF PILOTS.	Age on last Birthday.	Whether Licensed or Authorised by the above-mentioned Authority or not.	Service for which Licensed, or Authorised to Act.
SECOND CLASS:		SECOND CLASS—*continued.*			
1. John Boylan	28	11. Richard Owens	32	Yes	For piloting vessels within the port and harbour of Drogheda; such vessels not exceeding 80 tons.
2. John Freeman	26	12. John Smith	29		
3. Michael Smith	35	13. Peter King	32		
4. Patrick M'Guirk	60	14. James Smith	35		
5. Patrick Owens	59	15. Michael Smith	62		
6. Thomas Boylan	28	16. John Owens	25		
7. James Smith	50	17. Chr. Boylan	24		
8. John Owens	27	18. John Owens	25		
9. Nicholas Owens	50	19. Thomas Boylan	42		
10. Thomas King	35				

Note.—There are not any Pilot Apprentices in this port.

No. 4.—RETURN of the RATES of PILOTAGE now in force, including the Rates and Descriptions of all Charges upon Shipping made for or in respect of Pilots or Pilotage at the Port of *Drogheda*; for the Year ending 31 December 1854.

REGISTERED TONNAGE.	No. 1. Vessels not having British Registers Arriving from or Sailing on a Foreign Voyage.	No. 2. Vessels with British Registers Arriving from or Sailing on a Foreign Voyage.	No. 3. Vessels not Steamers Trading to or from a Port in the United Kingdom.
	£. s. d.	£. s. d.	£. s. d.
30 and under 40	– 12 –	– 9 –	– 6 –
40 „ 50	– 15 –	– 11 3	– 7 6
50 „ 60	– 18 –	– 13 6	– 9 –
60 „ 70	1 1 –	– 15 9	– 10 6
70 „ 80	1 4 –	– 18 –	– 12 –
80 „ 90	1 7 –	1 – 3	– 13 6
90 „ 100	1 10 –	1 2 6	– 15 –
100 „ 110	1 13 –	1 4 9	– 16 6
110 „ 120	1 16 –	1 7 –	– 18 –
120 „ 130	1 19 –	1 9 3	– 19 6
130 „ 140	2 2 –	1 11 6	1 1 –
140 „ 150	2 5 –	1 13 9	1 2 6
150 „ 160	2 8 –	1 16 –	1 4 –
160 „ 175	2 11 –	1 18 3	1 5 6
175 „ 200	2 14 –	2 – 6	1 7 –
200 „ 225	2 17 –	2 2 9	1 8 6
225 „ 250	3 – –	2 5 –	1 10 –
250 „ 275	3 3 –	2 7 3	1 11 6
275 „ 300	3 6 –	2 9 6	1 13 –
300 „ 325	3 9 –	2 11 9	1 14 6
325 „ 350	3 12 –	2 14 –	1 16 –
350 „ 375	3 15 –	2 16 3	1 17 6
375 „ 400	3 18 –	2 18 6	1 19 –
400 and upwards	4 1 –	3 – 9	2 – 6

PORT OF DROGHEDA—*continued.*

No. 5.—RETURN of the TOTAL AMOUNT received for PILOTAGE of VESSELS Into and Out of the Port of *Drogheda;* distinguishing the Amounts received from British Vessels and from Foreign Vessels respectively, and the several Amounts received in respect of Vessels paying different Rates of Pilotage, and the several Amounts received for the several Classes of Service rendered by Pilots, together with the Number of the Vessels of each of the Classes paying such Amounts as aforesaid; for the Year ending 31 December 1854.

(1.)—INWARDS.

DISTANCES for which PILOTED, According to the different Distances of the Scale of Rates.		BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
		COASTERS.				PRIVILEGED.		UNPRIVILEGED.			
		Not Towed by Steam.		Towed by Steam.		Towed by Steam.					
From	To	No. of Vessels.	Amount.	No. of Vessels.	Amount.	No. of Vessels.	Amount.	No. of Vessels.	Amount.	No. of Vessels.	Amount.
			£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
The Bay -	The Quay of Drogheda.	194	97 - -	388	145 6 -	3	5 17 1½	- -	- - -	3	5 17 1½

(2.)—OUTWARDS.

The Quay -	Over the Bar	388	194 - -	194	72 15 -	3	5 17 1½	- -	- - -	3	5 17 1½

No. 6.—ACCOUNT of the RECEIPT and EXPENDITURE of all MONIES received by or on behalf of the Harbour Commissioners of *Drogheda*, in respect of Pilots or Pilotage; for the Year ending 31 December 1854.

	£.	s.	d.
To gross amount received for inward pilotage - - - -	248	3	1½
To gross amount received for outward pilotage - - - -	272	12	1½
£.	520	15	3

John M'Namara,
Secretary.

4 February 1855.

PORT OF DUBLIN.

No. 1.—RETURN of all BYE-LAWS, REGULATIONS, ORDERS, or ORDINANCES relating to PILOTS or PILOTAGE now in force within the Jurisdiction of the Port of *Dublin* Corporation; for the Year ending 31 December 1854.

1.—THE pilot is ordered on landing to present his pilot note to the master or commander, and in his presence set the head lands, to prevent disputes as to where the vessel was boarded.

2.—The pilot is ordered to sound round the ship before she takes the ground, and take care to leave her on even ground, and remain on board 24 hours if required, and not to leave the ship until in safety.

3.—The master is to fill up the pilot note with real draft of water his vessel draws (under a penalty of 40 *s.*), and not to give any money to the pilot, as he must pay the full pilotage at the office.

4.—Vessels are to be considered outside the banks when Ireland's Eye bears to the westward of north by compass, and inside when to the eastward; also outside when Bray Head bears to the northward of west and inside to the south (when within the banks).

5.—Every pilot-boat to be fitted up with a clear lower deck, with seats and lockers on each side; the crew to sleep in hammocks, to have a stove or fire-place under deck; the boat and tackling are always to be kept in good order; the sails having the number of the boat always conspicuously painted in black on mainsail, in figures not less than four feet.

6.—Every boat to have a master, eight pilots, and two boat-keepers, to have previously served not less than three years at sea, on board of casting and square-rigged vessels, and two years on board a pilot-boat. To qualify them for an examination to obtain a licence for acting as pilots, candidates must undergo an examination before a Committee of the Board and their nautical officers.

PORT OF DUBLIN—*continued.*

7.—As an inducement for attention and correct conduct of the master and mate of each boat, the first is to be allowed 3*l.* per quarter, the latter 1 *l.* 10 *s.* per quarter from the gross earnings of the boat, in addition to his rates or share of the remaining earnings of the boat. The master is to be accountable for the good order of his boat and tackling, and the conduct of his crew; all the pilots are to be boarded before the master takes charge of a vessel. The master is to keep a journal of the name of the vessel and captain, and from whence she came, with the name of pilot he puts on board. Not to allow spirits on board the boat at leaving the port.

8.—Should an accident happen to any vessel whilst under charge of a pilot, he is not to be allowed acting again until an inquiry is made, and the Board satisfied it was not occasioned by neglect.

9.—Pilots to render every assistance to vessels requiring aid; the remuneration for their services to be adjusted by the Corporation.

ADDITIONAL ORDERS BY PILOT MASTER.

1.—THE pilots are expected to be particularly clean and tidy in their persons and apparel.

2.—The cruises to commence at 9 A.M. precisely, and to continue until relieved, at the end of 48 hours.

3.—Those boats that have the east and S. W. cruise, must not be seen in the Bay, but are required to board vessels, outside the banks, and as far as the limits extend from Rock of Bill to Wicklow Head. The Bay boat to hoist a red flag at mast-head, and to be seen at all times traversing the Bay.

4.—Masters of the pilot cutters are to keep their station without infringing on the station of another boat. The south cruise embraces all vessels to the southward of a line N. W. and S. E. by compass of Kish light-ship; the east cruise all to the eastward. When a vessel has a signal for a pilot flying, then the nearest boat may proceed to her if the boat that has the station is not making the best of her way towards her.

5.—The cruise boats to report immediately any alteration in the position of the buoys moored on the Burford, Kish, and Wicklow or Arklow Banks.

6.—Masters of pilot cutters are directed to put the oldest and most experienced pilots (of not less than ten years' standing) in charge of large merchant ships and steamers, and in men-of-war and transports. The mate is first in turn, and when there are none but young pilots on board, the master is to go himself rather than trust an inexperienced man. In case of distressed vessels, the master is at liberty to go himself in charge, if he considers it is for the better and more certain preservation of the vessel; and no pilot has any right to question or dispute his authority to do so, giving the pilot master the earliest intimation if more assistance be required by boats, cables, or anchor.

7.—Pilots who take charge of ships from foreign, of large draught of water, and are compelled to anchor them in Kingstown by reason of contrary wind, low or neap tides, are not to allow themselves to be superseded except by an order from the pilot master.

8.—Pilots are not to take vessels into Kingstown to wait tide, except they are compelled to do so by the order of the captain or by stress of weather, or that he can prove there was insufficient water that tide, for the draft of the ship.

9.—If it should happen, during the gales of wind, that the cruise boats cannot board vessels in the Bay, from the violence of the sea, they are to direct them by steering ahead, and will be rewarded by high pilotage, for keeping their station in tempestuous weather.

10.—Pilots in charge of vessels anchoring in Kingstown Harbour, are not to place them nearer than two cables' length of either pier head; if the vessel cannot be worked into a proper berth, she must be brought-to in the Bay, for if anchored in the entrance of the harbour, the pilot will be fined. In the river they are to leave the colliers aground, on either side of the Channel, leaving the centre clear for the passage of vessels.

11.—When a cruise boat has boarded all her pilots, or from any cause returns into harbour before the period of her cruise has expired, the master is immediately to report himself to the pilot master, and he is to keep a journal of names of the vessels, the hour and day boarded, &c., for the inspection of the Corporation.

12.—When the pilot boats are on cruise, there shall never be less than two men left in charge of the deck, one to look out forward, the other at the helm: signal lanterns to be ready at night. The names of night watch to be entered in the log-book; the period not to be less than two hours.

13.—When in harbour, during violent gales of wind, the master and mate are to remain on board, for the better security of their vessel.

14.—The boat-keepers are always to remain on board when the boat is in harbour, to veer cable when necessary.

15.—Pilots in charge of steam vessels, when proceeding up or down the river, are particularly ordered to proceed at slow speed, to pass other steamers and sailing vessels with fair wind on the larboard hand, and pass astern of sailing vessels on a wind. Should the captain of the vessel he is in charge of refuse to comply with the direction, the pilot has done his duty, having notified his orders.

16.—For the instruction of the pilots and apprentices, the boat having the Bay cruise is to sound the bar at least once every fortnight, and the approach to the Kish and Wicklow Banks as often as possible; the soundings to be taken at high and low water; the particulars to be entered in the log-book.

17.—Pilots are not to attempt to bargain for the pilotage of any vessel, wind-bound or otherwise; he shall be liable to make good the full pilotage, which is printed in his note, by the Corporation, and should any man be reported of having made use of any money received for pilotage, he will be brought before the Corporation for a fraud upon his comrades and owners of the boat. The full amount of money received to be lodged with the pilot master, who will give a receipt for it.

18.—The masters and mates of pilot boats are cautioned not to share the earnings of their crews at a public-house, or to send for liquor to any other place of settling same, thereby encouraging tippling. Disobedience of this order will be severely punished.

19.—The cruise boats are not to anchor day or night, and the master to report the names of any men who absent themselves from duty.

PORT OF DUBLIN—*continued.*

Nos. 2 & 3.—RETURN of the NAMES and AGES of all PILOTS and APPRENTICES Licensed or authorised to act by the Port of *Dublin* Corporation, and of all PILOTS or APPRENTICES acting mediately or immediately under such Corporation, whether so Licensed or not, with the Service for which each PILOT or APPRENTICE is licensed; for the Year ending 31 December 1854.

NAMES OF PILOTS.	Age on last Birthday.	Whether Licensed or Authorised by the above-named Authority or not.	Service for which Licensed or Authorised to Act.	APPRENTICES.	Age on last Birthday.
Jos. Archbold, master -	72	Yes - - -	- - By an Act of Parliament passed in the 26th year of King George 3, intituled "An Act for promoting the Trade of Dublin, by rendering its Port and Harbour more commodious."	James Sharkey -	25
Jos. Archbold, jun. - -	21	Acting.		Jos. Archbold -	23
John Archbold - -	58			Patrick Byrne -	22
George Archbold - -	36			Christopher Tallant	20
Patrick Archbold - -	30			Jos. Swords - -	14
Richard Baxter - -	35			James Lawler -	15
John Baxter - - -	37			George Archbold -	60
John Byrne, mate - -	52				
William Byrne - -	40				
Samuel Connor - -	45				
Michael Doyle - -	28				
Patrick Doyle, master -	44				
James Doyle, mate - -	37				
Christopher Gallagher -	50				
John Goff - - -	45				
John Hammond - -	46				
John Irwin - - -	35				
George Kelly, master -	50				
John Kelly - - -	58				
James Kelly - - -	20	Yes.			
Jos. Kearns - - -	37				
Jas. Langan - - -	47				
Jos. Langan - - -	44				
Denis Mooney, master -	57				
Samuel Mahalm - -	32				
John Murphy - - -	44				
James Murphy - -	36				
Patrick Murphy - -	34				
Thomas Roache, mate -	48				
George Stone - - -	36				
Michael Swords - -	47				
Matthew Shannon - -	44				
Christopher Tallant, mate -	42				
Hugh Tallant - - -	29				
Bartholomew Tallant -	32				
James Warren - - -	34				
George Warren - -	35				

PORT OF DUBLIN—*continued.*

No. 4.—RETURN of the RATES of PILOTAGE now in force, including the Rates and Descriptions of all Charges upon Shipping made for or in respect of Pilots or Pilotage at the Port of *Dublin*; for the Year ending 31 December 1854.

RATES OF INWARD PILOTAGE.

	Foreigners.	Natives from Foreign.	Colliers and Coasters.
From outside the banks over the bar - - - - -	6 *s.* - per foot	3 *s.* - per foot	2 *s.* - per foot.
From inside the banks over the bar - - - - -	4 *s.* - „	2 *s.* - „	1 *s.* - „
From the Bay over the bar - - - - - -	3 *s.* - „	1 *s.* 6 *d.* „	1 *s.* - „
From Poolbeg to the basin, docks, or quays - - -	1 *s.* 6 *d.* „	1 *s.* - „	0 *s.* 6 *d.* „

The above charges are in Irish currency.

All pilotage must be paid at the Ballast Office. Into Kingstown, the same as over the bar of Dublin. Complaints to be made to the Pilot Master, Kingstown.

OUTWARD PILOTAGE.

From Quays to Poolbeg - - - - 1 *s.* per foot for British vessels.
Ditto - - - - - - - - 1 *s.* 6 *d.* „ for Foreigners.

No. 5.—RETURN of the TOTAL AMOUNT received for PILOTAGE of VESSELS Into and Out of the Port of *Dublin*; distinguishing the Amounts received from British Vessels and from Foreign Vessels respectively, and the several Amounts received in respect of Vessels paying different Rates of Pilotage, and the several Amounts received for the several Classes of Service rendered by Pilots, together with the Number of the Vessels of each of the Classes paying such Amounts as aforesaid; for the Year ending 31 December 1854.

DISTANCES for which PILOTED, According to the different Distances in the Scale of Rates.		BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
		COASTERS.		OVERSEA.		PRIVILEGED.		UNPRIVILEGED.			
From	To	No. of Vessels.	Amount.	No. of Vessels.	Amount.	No. of Vessels.	Amount.	No. of Vessels.	Amount.	No. of Vessels.	Amount (Irish Currency).
			£. s. d.		£. s. d.		£. s. d.				£. s. d.
Outside banks -	Poolbeg or Quays.	2,435	1,801 13 11	- -	- -	- -	- -	- -	- -	3,311	2,396 17 8
Inside banks -		465	333 8 –								
Bay of Dublin -		411	261 15 9								
Outside banks -	Quays or Docks.	–	- - -	126	316 7 9	- -	- -	- -	- -	209	439 1 1
Inside banks -		–	- - -	59	91 11 10						
Bay of Dublin -		–	- - -	24	31 1 6						
Outside banks -	Quays or Docks.	–	- - -	- -	- -	87	186 – –	- -	- -	119	230 17 6
Inside banks -		–	- - -	- -	- -	25	36 12 6				
Bay of Dublin -		–	- - -	- -	- -	7	8 5 –				
Outside banks -	Quays or Docks.	–	- - -	- -	- -	- -	- -	2	7 2 6	4	11 15 6
Inside banks -		–	- - -	- -	- -	- -	- -	2	4 13 –		
Bay of Dublin -		–	- - -	- -	- -	- -	- -	–	- - -		
Outside banks -	Into Kingstown	118	139 9 6	- -	- -	- -	- -	- -	- -	162	160 11 –
Inside banks -		44	21 1 6								
Outside banks -	Ditto -	–	- - -	25	40 12 8	- -	- -	- -	- -	25	40 12 8
Outside banks -	Ditto -	–	- - -	- -	- -	6	7 1 6	- -	- -	6	7 1 6
Her Majesty's steamers.	Ditto -	5	7 1 5	- -	- -	- -	- -	- -	- -	5	7 1 5
OUTWARD PILOTAGE:											
Dublin Quays -	Poolbeg Light.	656	240 14 6	- -	- -	- -	- -	- -	- -	656	240 14 6
TOTAL - - £.		4,134	2,805 4 7	234	479 13 9	125	237 19 –	4	11 15 6	4,497	3,534 12 10

£. 3,262 14 11 (British currency).

The greater part of the vessels from foreign are met by steam tugs, and towed from the Bay or Kingstown. The pilot receives 1 *s.* per foot only.

The amount of pilotage in this Return is made from the pilot notes as they have passed through the hands of the pilot master to be priced, from 1st January to 31st December 1854. There is a difference of 45 *l.* 11 *s.* 3 *d.* between the inward pilotage in this Return and what appears on the books of the Corporation for 1854, in consequence of a number of notes of 1853 remaining unpaid until the vessels cleared out in 1854.

The pilots are paid weekly, by an advance from the Corporation, and re-payment takes place as the vessels clear out at the Custom House.

PORT OF DUBLIN—*continued.*

No. 6.—ACCOUNT of the RECEIPT and EXPENDITURE of all MONIES received by or on behalf of the Port of *Dublin* Corporation, in respect of Pilots or Pilotage; for the Year ending 31 December 1854.

Dr.	£.	s.	d.	£.	s.	d.	*Cr.*	£.	s.	d.	£.	s.	d.
To amount received for fines and forfeitures				7	–	–	By amount paid for salaries of secretary, clerk, and other officers				119	–	11
To gross amount received for inward pilotage				3,040	10	9	By amount paid for or in respect of pilot boats, buoys, &c.				638	17	9
To gross amount received for outward pilotage				222	4	2	By amount paid for pensions or superannuations				209	17	6
	£.	s.	d.					£.	s.	d.			
Commuted pilotage from steamers	185	16	8				Gross amount of inward pilotage	3,040	10	9			
Difference on foreign vessels privileged as British, inwards	267	12	4				Deduction for master and mate's salaries	122	7	6			
Ditto ditto outwards	10	2	6					2,918	3	3			
				463	11	6	Deduction of one-fifth for the expense of maintaining the efficiency of four pilot cutters	583	12	8			
Casual receipts for old sails				8	15	–	By amount paid to the pilots of inward pilotage				2,334	10	7
To balance				60	4	4	By amount paid the river pilots for outward pilotage				222	4	2
							By amount paid pilots for difference on foreigners				277	14	10
		£.		3,802	5	9			£.		3,802	5	9

27 January 1855.

Wm. Hutchison, Pilot Master.

PORT OF DUNDALK.

No. 1.—RETURN of all BYE-LAWS, REGULATIONS, ORDERS, or ORDINANCES relating to Pilots or Pilotage now in force within the Jurisdiction of the Pilotage Authorities of the Port of *Dundalk*; for the Year ending 15 October 1854.

THAT the inside pilots shall go on board of all vessels which arrive in the harbour at Soldiers' Point, and there take charge of them from the outside pilot, and pilot them up to the quays.

That no outside pilot shall be permitted to pilot any vessel out of the port unless an inside pilot cannot be procured.

That if a vessel outward-bound takes ballast, and does not pay the outward pilotage, the inside pilot who brought the vessel to the quays shall, in that case, be entitled to one-fourth of the inward pilotage, provided the vessel was detained in the river for want of water or by contrary winds.

PORT OF DUNDALK—*continued.*

Nos. 2 & 3.—RETURN of the NAMES and AGES of all PILOTS and APPRENTICES Licensed or authorised to act by the Pilotage Authorities of the Port of *Dundalk*, and of all PILOTS or APPRENTICES acting mediately or immediately under such Authorities, whether so Licensed or not, with the Service for which each PILOT or APPRENTICE is Licensed; for the Year ending 15 October 1854.

NAMES OF PILOTS.	Age on last Birthday.	Whether Licensed or Authorised by the above-mentioned Authority or not.	Service for which Licensed or Authorised to Act.	APPRENTICES.
James O'Neil	44	Yes	To Pilot Vessels into the Port of Dundalk.	None.
Henry Townley	29			
John Townley	50			
Patrick M'Cahey	60			
Thomas Macy	48			
James Shelan	38			
Patrick Munichan	59			
Michael Ferguson	56			
Matthew Flinn	52			
Peter Byrne	45			
John Byrne	42			
James Byrne	48			
Hugh Byrne	48			
James Connell	44			
James Townly	66			
Patrick M'Donald	54			
Patrick Freanor	47			

No. 4.—RETURN of the RATES of PILOTAGE now in force, including the Rates and Descriptions of all Charges upon Shipping made for or in respect of Pilots or Pilotage at the Port of *Dundalk*; for the Year ending 15 October 1854.

REGISTERED TONNAGE.	No. 1. Vessels with British Registers, arriving from or sailing on a Foreign Voyage.	No. 2. Vessels not Steamers, trading to or from a Port in the United Kingdom.	REGISTERED TONNAGE.	No. 1. Vessels with British Registers, arriving from or sailing on a Foreign Voyage.	No. 2. Vessels not Steamers, trading to or from a Port in the United Kingdom.
	£. s. d.	£. s. d.		£. s. d.	£. s. d.
30 and under 40	– 9 –	– 6 –	150 and under 160	1 16 –	1 4 –
40 „ 50	– 11 3	– 7 6	160 „ 175	1 18 3	1 5 6
50 „ 60	– 13 6	– 9 –	175 „ 200	2 – 6	1 7 –
60 „ 70	– 15 9	– 10 6	200 „ 225	2 2 9	1 8 6
70 „ 80	– 18 –	– 12 –	225 „ 250	2 5 –	1 10 –
80 „ 90	1 – 3	– 13 6	250 „ 275	2 7 3	1 11 6
90 „ 100	1 2 6	– 15 –	275 „ 300	2 9 6	1 13 –
100 „ 110	1 4 9	– 16 6	300 „ 325	2 11 9	1 14 6
110 „ 120	1 7 –	– 18 –	325 „ 350	2 14 –	1 16 –
120 „ 130	1 9 3	– 19 6	350 „ 375	2 16 3	1 17 6
130 „ 140	1 11 6	1 1 –	375 „ 400	2 18 6	1 19 –
140 „ 150	1 13 9	1 2 6	400 and upwards	3 – 9	2 – 6

PORT OF DUNDALK—*continued.*

No. 5.—RETURN of the TOTAL AMOUNT received for PILOTAGE of Vessels Into and Out of the Port of *Dundalk*; distinguishing the Amounts received from British Vessels and from Foreign Vessels respectively, and the several Amounts received in respect of Vessels paying different Rates of Pilotage, and the several Amounts received for the several Classes of Service rendered by Pilots, together with the Number of the Vessels of each of the Classes paying such Amounts as aforesaid; for the Year ending 15 October 1854.

(1.)—INWARDS.

DISTANCES for which PILOTED, According to the different Distances in the Scale of Rates.		BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
		COASTERS.				OVERSEA.				PRIVILEGED.					
		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
From	To	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
			£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
Nil - -	Nil - -	445	253 - 3	12	7 8 7	7	12 10 6	5	9 14 8	2	3 8 3	2	6 9 -	473	292 11 3

(2.)—OUTWARDS.

Nil - -	Nil - -	147	78 17 6	8	3 11 3	4	3 10 6	1	1 - 3	-	- - -	-	- - -	160	86 19 6

No. 6.—ACCOUNT of the RECEIPT and EXPENDITURE of all MONIES received by or on behalf of the Pilotage Authorities of the Port of *Dundalk*, in respect of Pilots or Pilotage; for the Year ending 15 October 1854.

1854:	*Dr.*	£. s. d.	1853:	*Cr.*	£. s. d.
October 15	To cash paid interest on debentures - -	857 10 -	October 15	By balance in treasurer's hands	543 19 8
	„ ditto on bills -	55 7 4	1854:		
	„ dredging expenses -	1,397 10 2	October 15	By received tonnage dues -	1,712 10 -
	„ steam tug expenses	247 18 10		„ cargo dues inwards - -	508 16 8
	„ salaries and wages -	225 16 3		„ cargo dues outwards - -	384 - 6
	„ pilotage - -	344 3 -		„ pilotage - -	379 10 9
	„ handfilling expenses	152 3 3		„ ballast dues -	122 12 1
	„ income tax - -	29 1 10		„ towage - -	120 11 3
	„ buoys and perches -	34 - 3		„ income tax - -	17 8 6
	„ printing and stationery - -	20 18 5		„ lighterage - -	1 10 -
	„ bills payable - -	20 - -		„ anchorage - -	1 10 -
	„ rent for office and yards - -	20 - -		„ fines - - -	- 17 -
	„ incidental expenses	10 18 2		„ barrows - -	- 13 9
	„ receipt stamps -	4 17 4			
	„ ballast expenses -	2 12 6			
	„ advertising - -	2 6 -			
	„ quayage - -	2 2 4			
	„ Widow Connell -	2 - -			
	„ poor's rate, &c. -	1 16 3			
	„ balance in treasurer's hands -	362 18 3			
	£.	3,794 - 2		£.	3,794 - 2

18 June 1855.

Wm. Godbey, Jun., Secretary.

PORT OF GALWAY.

No. 1.—RETURN of all Bye-laws, Regulations, Orders, or Ordinances relating to Pilots or Pilotage now in force within the Jurisdiction of the Harbour Commissioners of *Galway*; for the Year ending 31 December 1854.

Rates and Regulations for Pilots and Pilotage, in the Port and Harbour of *Galway*, duly made by the Harbour Commissioners, under and by virtue of the Galway Harbour and Port Act, 1853, and sanctioned by the Board of Trade.

1.—The port of Galway is divided into two pilotage districts, called the "Outer Pilotage" and "Inner Pilotage."

2.—The outer district shall extend from a line from Gulin Head to the western point of the Arran Islands, and from thence to Hag's Head to the roadstead of Galway.

3.—The inner district shall extend from the roadstead to the dock and quays.

4.—The following shall be the rates of pilotage for the outer district, that is, from the boundary at Arran Islands, as above, to the roadstead, and *vice versâ*:—

			£.	s.	d.
For vessels of 50 and under 75 tons			–	12	6
„ 75 „	100 „		–	15	–
„ 100 „	125 „		1	–	–
„ 125 „	150 „		1	2	6
„ 150 „	175 „		1	5	–
„ 175 „	200 „		1	7	6
„ 200 „	225 „		1	10	–
„ 225 „	250 „		1	12	6
„ 250 „	275 „		1	15	–
„ 275 „	300 „		1	17	6

Vessels exceeding 300 tons, at and after the same rate for every 25 tons additional.

5.—For the inner pilotage half the foregoing rates shall be payable, that is, from the roadstead to the docks, and *vice versâ*.

6.—The pilotage fees, whether for the inner or outer pilotage, is not to be paid by masters of vessels to the pilots, but to the collector appointed by the Commissioners to receive them.

7.—The first of the duly licensed out-pilots who boards a vessel shall be entitled to the fees allowed by the schedule for the outer pilotage.

8.—Any licensed out-pilot who may wilfully neglect to offer his services to any vessel coming into the port at the outside limits above described, or who shall pass a vessel which has a signal for a pilot flying, for the purpose of taking charge of any other vessel, shall, on satisfactory proof before the Commissioners, forfeit his licence, or a penalty not exceeding 5*l.*, at the discretion of the Commissioners.

9.—The licensed out-pilots shall bring all vessels to anchor at the roadstead of Galway, or give up charge at said place to the pilot-master or his assistant, in the event of the wind and tide answering for going into dock at once.

10.—It shall be the duty of the pilot-master or the inner-pilot to board every vessel on rounding the lighthouse, at Mutton Island, if the winds and tide be favourable for bringing her into dock immediately, which is hereby required to be done under favourable circumstances, at any time of the day or night during spring tides, and between sunrise and sunset during neap tides.

11.—That whenever the pilot-master boards any vessel on rounding Mutton Island, for the purpose of bringing such vessel into dock at once, without coming to anchor at the roadstead; or whenever he shall board any inward-bound vessel at anchor there before weighing same, or any outward-bound vessel moored in the docks before leaving her mooring, coming in or going out by that tide, he shall have sole charge and command of such vessel in piloting her into or out of dock, as the case may be; and in every case he shall, having due regard to the state of the wind and tide, and draft of water drawn by vessels going in or out, direct the time and order in which such vessel shall be piloted into and out of dock.

12.—The pilot-master shall see that the out-pilots return to their stations without unnecessary delay after bringing up vessels to the roadstead, and he shall also superintend the conduct of the several pilots, and from time to time report the same to the Commissioners.

13.—Masters of vessels at anchor at the roadstead, or moored in dock, shall give at least two hours' notice, before high water, to the pilot-master, of their intention of coming into or going out of dock.

14.—If through the neglect or default of the pilot-master or his assistant any vessel be detained coming into or going out of dock, such pilot-master or his assistant, as the case may be, shall either forfeit his licence, or such other penalty, not exceeding 10*l.*, as the Commissioners shall think fit.

15.—Any pilot belonging to either inner or outer stations, in a state of intoxication, taking charge of a vessel, or who shall become intoxicated while in charge thereof, on sufficient proof before the Commissioners, shall forfeit his licence.

16.—That duly qualified persons of unblemished character, who have hitherto acted for five years in the capacity of pilot in the port of Galway (whether licensed or not), and all persons who shall hereafter serve an apprenticeship of five years to any licensed pilot of the port, and who are duly qualified, shall be considered eligible to obtain a licence as pilot in the port of Galway, but that no person under the age of 20 years, or over 60, shall be so licensed.

17.—Every pilot on boarding a vessel must produce to the master his licence, with a printed copy of these regulations.

18.—That the authority of the master-pilot is in all cases to be deferred to by the assistants, who in case of any abuse of the power thus reposed in him, may appeal to the Board, by whom, if proved to their satisfaction, such abuse will be visited very severely, even to the extent of dismissal.

These bye-laws to be in force only until notice of further alteration is given by the Board of Trade.

PORT OF GALWAY—*continued.*

Nos. 2 & 3.—RETURN of the NAMES and AGES of all PILOTS and APPRENTICES licensed or authorised to act by the Harbour Commissioners of *Galway*, and of all PILOTS or APPRENTICES acting mediately or immediately under such Commissioners, whether so licensed or not, with the Service for which each PILOT or APPRENTICE is licensed; for the Year ending 31 December 1854.

NAMES OF PILOTS.	Age on last Birthday.	Whether Licensed or Authorised.	Service for which Licensed or Authorised to Act.	REMARKS.	Apprentices.
Joseph Evans, master pilot	37	Yes - -	- - To pilot Vessels from Roadstead to Galway Docks, and from Galway Docks to Roadstead.	- - Evans and Oliver do the duty from Roadstead to Docks and from Docks to Roadstead, being the Inner District.	None.
Bartholomew Oliver -	35				
Henry Burbadge - -	28				
Pat. Wallace - - -	32				
Bailly Donohoe - -	35	Yes - -	- - To pilot Vessels from or outside Arran Islands to the Galway Roadstead, and *vice versâ*.	- - The others have the Outer District. Burbadge and Wallace reside in Galway, the others on the Arran Islands.	
Bryan Joyce - - -	50				
Michael Joyce - - -	28				

No. 4.—RETURN of the RATES of PILOTAGE now in force, including the Rates and Descriptions of all Charges upon Shipping made for or in respect of Pilots or Pilotage at the Port of *Galway*; for the Year ending 31 December 1854.

See Return No. 1, p. 246.

No. 5.—RETURN of the TOTAL AMOUNT received for PILOTAGE of VESSELS In and Out of the Port of *Galway*, distinguishing the Amounts received from British Vessels and from Foreign Vessels respectively, and the several Amounts received in respect of Vessels paying different Rates of Pilotage, and the several Amounts received for the several Classes of Service rendered by Pilots, together with the Number of the Vessels of each of the Classes paying such Amounts as aforesaid; for the Year ending 31 December 1854.

(1.)—INWARDS.

DISTANCES for which PILOTED, According to the different Distances in the Scale of Rates.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
	COASTERS.		OVERSEA.		PRIVILEGED.		UNPRIVILEGED.			
	No. of Vessels.	Amount.	No. of Vessels.	Amount.	No. of Vessels.	Amount.	No. of Vessels.	Amount.	No. of Vessels.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Roadstead to Docks - - -	87	42 12 6	14	10 1 3	17	12 5 -	- -	- - -	118	64 18 9
Outer District:										
From Arran Islands to Roadstead - -	- -	- - -	- -	27 - -	- -	- - -	- -	- - -	- -	27 - -
TOTAL - -	87	42 12 6	14	37 1 3	17	12 5 -	- -	- - -	118	91 18 9

VESSELS CHANGING at *Roadstead.*

	No. of Vessels; British, Oversea, and Foreign.	Amount for Pilotage.
		£. s. d.
Return of the Amount paid by such vessels piloted into the Port of Galway as have, before reaching their port of destination, to take or pay for two or more pilots, with the number of vessels paying the same - - -	15	27 - -

(2.)—OUTWARDS.

From Docks to Roadstead - - -	87	42 12 6	14	10 1 3	17	12 5 -	- -	- - -	118	64 18 9

No Pilots employed outwards, except to Roadstead from Docks.

PORT OF GALWAY—*continued.*

No. 6.—ACCOUNT of the RECEIPT and EXPENDITURE of all MONIES received by or on behalf of the Harbour Commissioners of *Galway*, in respect of Pilots or Pilotage; for the Year ending 31 December 1854.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
To gross amount received for inward pilotage - - - - - - -	91	18	9	By collection fees on 156*l.* 17*s.* 6*d.* -	7	16	10
To gross amount received for outward pilotage - - - - - - -	64	18	9	By monthly payments to inner pilots, per order of the Galway Harbour Commissioners, from 1st January 1854 to 31st December 1854 - - - -	123	7	8
				By sundry payments to outer pilots, on bringing vessels to the Roadstead - -	25	13	-
£.	156	17	6	£.	156	17	6

21 July 1855.

Anthony Skerrett,
Collector of Pilot Fees.

PORT OF LIMERICK.

No. 1.—RETURN of all BYE-LAWS, REGULATIONS, ORDERS, or ORDINANCES relating to PILOTS or PILOTAGE now in force within the Jurisdiction of the Harbour Commissioners of *Limerick;* for the Year ending 31 December 1854.

REGULATIONS for Pilots in the Port and Harbour of *Limerick.*

THE Limerick Harbour Commissioners, by virtue of the powers vested in them by an Act entitled, "An Act for the erection of a Bridge across the River Shannon, and of a Floating Dock, to accommodate Sharp Vessels frequenting the Port of Limerick," have adopted the following Rates and Rules for the Regulation of Pilots in the Port and Harbour of Limerick, which are henceforward to be observed by all persons concerned:

SCHEDULE OF RATES.

All Vessels taking Pilots, to pay for every foot of such Vessel's Draft of Water.	Of 8 feet, and not exceeding 12 feet Draft of Water.	Over 12 feet, and not exceeding 14 feet Draft of Water.	Over 14 feet, and not exceeding 17 feet Draft of Water.
	s. d.	*s. d.*	*s. d.*
Between Limerick and Foyne's Island - - - -	2 6	3 -	4 -
„ Limerick and Labasheeda - - - - -	3 -	3 6	4 6
„ Limerick and Tarbert, or Scattery, if required -	3 6	4 -	5 -

Vessels over 17 feet draft of water, to be paid for according to agreement. Any dispute to be referred to the Commissioners.

Vessels coming in from sea, boarded to the westward of Kilcredane Point, to pay in addition to these rates 6*d.* per foot.

And vessels westward of Loop's-head, 1*s.* per foot.

Vessels not being British registered to pay one-fourth in addition to the foregoing rates.

PORT OF LIMERICK—*continued.*

EXTRACT from the Limerick Bridge Act, 4th Geo. 4, c. 94, s. 73.

73. "And be it further enacted, that from and after the passing of this Act, no person shall offer himself as pilot, or shall take charge of any vessel arriving at, or sailing from, the said port and harbour of Limerick, save and except such persons as may be appointed for that purpose by the said Commissioners for the execution of this Act; and if any person or persons, other than such as shall be so licensed and appointed by the said Commissioners, shall take charge of any vessel arriving at or sailing from the said port or harbour, such person or persons, for every such offence, shall forfeit and pay any sum not exceeding 5*l.*; provided always, that the person or persons who shall have taken charge of any ship or vessel arriving in the harbour or port of Limerick, at any other place than the mouth of the said harbour, shall, upon the arrival of such vessel within the head lands of the harbour, or as soon after as any pilot nominated and appointed by the said Commissioners, under the authority of this Act, shall board or offer himself as a pilot for such vessel, deliver up the charge of such vessel to such pilot so nominated and appointed by the said Commissioners, and offering himself for such purpose; then, and in such case, such person or persons shall not, by reason of so acting, be liable to any penalty under this Act, in relation to, or in respect of, the pilotage and management of the said vessel."

PILOT REGULATIONS.

1.—A pilot leading the way for any vessel which he may not be able to board, to be entitled to the same pilotage as if on board.

2.—Whenever any pilot takes charge of a vessel in distress, at a distance from the harbour, or runs any extraordinary risk, such pilot is not to be confined to the rates laid down in the schedule; but in case of disagreement with the master of such vessel, the matter may be referred to the Commissioners.

3.—Yawls or tow-boats supplied by pilots for attending vessels, shall be paid for the first tide of 12 hours, 5*s.* for the boat, and 2*s.* 6*d.* for each man on board her; and half of those sums for every tide of 12 hours after while so employed.

4.—Any master or commander of a vessel requiring the assistance of a pilot to remove her from one berth to another, shall be liable to pay for such service according to the size of the vessel, a sum not less than 2*s.* 6*d.*, nor more than 5*s.*; and if any master or commander of a vessel shall detain a pilot on board her in any part of the river, he shall be liable to pay such pilot at the rate of 5*s.* per day.

5.—When a pilot takes charge of any vessel either coming from, or going to sea, he is not to quit her either by day or by night until the service is completed, without permission from the master, or (in his absence) from the mate of such vessel; and if he should act in opposition to this rule, he shall forfeit his licence.

6.—Any pilot passing a vessel which has a signal for a pilot flying, for the purpose of taking charge of any other vessel, shall, on satisfactory proof before the Commissioners, forfeit his licence.

7.—Any pilot in a state of intoxication, taking charge of a vessel, or who shall become intoxicated while in charge thereof, on sufficient proof of such offence before the Commissioners, shall forfeit his licence.

8.—Pilots to take particular care that the captains of vessels under their charge do not cause any of their ballast to be thrown into the river, and in case of any such offence being committed, the pilot in charge is required to give immediate information to the harbour-master.

9.—Every pilot on boarding a vessel to produce to the captain his licence, with a printed copy of these regulations.

By Order of the Commissioners,
John Roche, Secretary.

Nos. 2 & 3.—RETURN of the NAMES and AGES of all PILOTS and APPRENTICES licensed or authorised to act by the Harbour Commissioners of *Limerick*, and of all PILOTS or APPRENTICES acting mediately or immediately under such Commissioners, whether so licensed or not, with the Service for which each PILOT or APPRENTICE is licensed; for the Year ending 31 December 1854.

NAMES OF PILOTS.	Age on last Birthday.	Whether Licensed or Authorised.	Service for which Licensed or Authorised to Act.	APPRENTICES.
Daniel Behan, Morgan Fitzmaurice, John Fitzmaurice, Richard Fitmaurice, Michael Fitzmaurice, James Green, Thomas Hamahan, Mathew Hamahan, Charles Hamahan, John Joyce, John Jones, Daniel Kelly, Simon Kelly, Patrick Keayes, Michael Murray, Michael Martin, Patrick Mahony, John Martin, Patt Mahony, John M'Grath, Michael Reynolds, Jack McGrath, Thomas Tobin, Thomas Waters, Thomas Carmody, William Pigot, Simon Molony, Michael Hamahan, Anthony Donnelly, Austin McMahon, Charles McDonnell, James Meara, James Griffin, James Meara, sen., John Melican, Denis Lynch, James Galvin, Pat. Keatinge, Thomas Kinnane, Michael Scanlan, Darby O'Keeffe, Daniel McMahon, Pat. Carmody, Pat. Behane, Thomas Kelly, Michael Behane, Thomas Crotty, Cornelius Behane, Pat. Brennan, Stephen Brennan, Pat. Brennan, Michael Purtill, Michael Hamahan, Felix Brennan, Michael Crotty, John McNamara, Michael Behane, Pat. Milligan, Thomas McMahon, Michael Hamahan, Thomas Connell, Denis Quilligan, Denis Cahill, Michael Griffin, Michael Crotty, John Martin, Michael Hanrahan, Daniel Brennan, David Milligan, Patrick Neville, Henry Blackwell, Thomas Blackwell, Michael Costelloe, Michael Cauty, Pat. Cahill, Michael Rochefort, James Crotty, Pat. Mahony, Thomas Lynch, and Michael Hanrahan.	- - Cannot be ascertained.	Yes - -	- - Piloting within the River Shannon.	None.

PORT OF LIMERICK—*continued.*

No. 4.—RETURN of the RATES of PILOTAGE now in force, including the Rates and Descriptions of all Charges upon Shipping made for or in respect of Pilots or Pilotage at the Port of *Limerick*; for the Year ending 31 December 1854.

See Return No. 1, pp. 248 and 249.

No. 5.—RETURN of the TOTAL AMOUNT received for PILOTAGE of VESSELS Into and Out of the Port of *Limerick*; distinguishing the Amounts received from British Vessels and from Foreign Vessels respectively, and the several Amounts received in respect of Vessels paying different Rates of Pilotage, and several Amounts received for the several Classes of Service rendered by Pilots, together with the Number of the Vessels of each of the Classes paying such Amounts as aforesaid; for the Year ending 31 December 1854.

(1.)—INWARDS.

DISTANCES for which PILOTED, According to the different Distances in the Scale of Rates.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
	COASTERS.		OVERSEA.		PRIVILEGED.		UNPRIVILEGED.			
	No. of Vessels.	Amount.	No. of Vessels.	Amount.	No. of Vessels.	Amount.	No. of Vessels.	Amount.	No. of Vessels.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
	358	715 12 4	- -	- - -	- -	- - -	- -	- - -	358	715 12 4
			90	181 - -	- -	- - -	- -	- - -	90	181 - -
							36	83 18 -	36	83 18 -
	358	715 12 4	90	181 - -	- -	- - -	36	83 18 -	484	980 10 4

VESSELS CHANGING at *Grass Island.*

	No. of Vessels.	AMOUNT.		
		For Pilotage below.	For Pilotage above.	TOTAL.
		£. s. d.	£. s. d.	£. s. d.
Return of the amount paid by such vessels piloted into the Port of Limerick as have, before reaching their port of destination, to take or pay for two or more pilots, with the number of vessels paying the same - - - - - - - - - - -	484	745 7 9	245 2 7	980 10 4

(2.)—OUTWARDS.—Not received.

No. 6.—ACCOUNT of the RECEIPT and EXPENDITURE of all MONIES received by or on behalf of the Harbour Commissioners of *Limerick*, in respect of Pilots or Pilotage; for the Year ending 31 December 1854.

THE information required cannot be supplied in the Limerick Harbour, as the pilot's income is individually received by each man from the ship which he pilots. The Harbour Commissioners have therefore nothing to do with the pilotage, as it is received by the pilots themselves. There are no accounts at all kept of the above nature.

Harbour Office, Limerick,
15 February 1855.

For *John Rodee*, Secretary,
P. J. Doyle.

PORT OF LONDONDERRY.

No. 1.—RETURN of all Bye-Laws, Regulations, Orders, or Ordinances relating to Pilots or Pilotage now in force within the Jurisdiction of the Pilotage Commissioners of the Port of *Londonderry*; for the Year ending 31 December 1854.

Bye-Laws, Regulations, Notices, and Rewards.

Bye-Laws for the better regulating of the Port and Harbour of *Lough Foyle*.

Abstract of an Act passed in the Third Year of William the Fourth, intituled, "An Act to make more effectual provisions for Lighting, Cleansing, and Watching the City of Londonderry, and to amend several Acts relating to the said City."

And whereas since the passing of the Acts of the 40th and 48th years of the reign of his late Majesty the trade of the city of Londonderry has considerably increased, and it is become expedient, for the encouragement and extension of commerce, to make further provisions for the regulation of pilots, and of the shipping and vessels, and the masters, owners, and crews thereof, resorting to or arriving at, or plying within the lough, river, port, or harbour of Lough Foyle; be it therefore enacted, that from and after the 31st day of October 1832, all and singular the provisions, powers, penalties, matters, and things contained in the said recited Acts of the 40th year of the reign of King George the Third, and of the 48th year of the reign of King George the Third, relating to the port and harbour of Lough Foyle, and to the regulation of pilots therein, shall be and the same are hereby repealed, except so far as the said recited Acts repeal any other Act or Acts; and this Act, so far as relates to the port and harbour of Lough Foyle, and to the regulation of pilots therein, shall from thenceforth commence and take effect, and be put in execution in lieu thereof: provided nevertheless, that every bye-law, act, matter, or thing already made, executed, or commenced by virtue of the said recited Acts, shall be as good, valid, and effectual as if the said Acts had not been repealed; and the duties by this Act imposed shall be subject to the payment of all monies due under the said recited Acts, and all sums of money and effects, of what nature or kind soever, which were vested in or belonged to the former Ballast-office Committee, shall be vested in the Committee by this Act established, and all accounts, books, and vouchers shall be handed over to them, and all officers or persons who have been employed under the Committee appointed by the Acts hereby repealed, and their securities, shall be and remain liable for and account and pay all duties or other money received by them, and deliver over all boats, crafts, machinery, books, papers, or things relating to the said harbour, port, and river of Lough Foyle, and give up the same to the Committee established by this Act, or to any person whom they may appoint; and each and every officer, except the treasurer, appointed by the Acts hereby repealed, shall hold and exercise their respective offices until they shall die, resign, or be displaced or removed by the Committee by this Act established; and that all debts, rates, and other monies due from, to, or by the said Committee created by the Acts hereby repealed, or any of them, shall be deemed to be owing to, from, or by the Committee by this Act established; and this Act shall not abate actions for penalties already brought; and all persons to whom penalties would have accrued under the former Acts may sue for the same as fully and amply as if the said Acts had not been repealed.

It is enacted, that the said Ballast-office Committee, or any three or more of them, shall from time to time have full power and authority, and they are hereby authorised, empowered, and required to make rules, bye-laws, and orders, and from time to time to alter the same, and also any rules, bye-laws, and orders which may have been made by virtue of the said recited Acts for the cleansing and improving of the said lough and river, port and harbour of Lough Foyle, and for the fixing and placing of proper buoys and marks therein, and for the using of any docks connected therewith under the direction of the said Ballast-office Committee, and for the good and orderly using of the navigation of the said River Lough Foyle, and for the placing and removing of all vessels or ships within the said harbour, and for regulating the manner of supplying, lifting, receiving, taking in, and throwing out of ballast, and all matters and things relating thereto, and for the licensing and registering of all such boats, barges, lighters, and other vessels which shall be employed, and for the well-governing of the boatmen and bargemen, lightermen, watermen, seamen, and others, by whom such boats, barges, lighters, smacks, gabbards, wherries, floats, cots, and other vessels shall be employed in conveying or carrying goods, wares, commodities, merchandise, or things upon any part of the said river or lough, and for the ascertaining, ordering, and regulating the several rates, fares, and prices to be paid for the freight, use, hire, or employment of such boats, barges, lighters, smacks, gabbards, wherries, floats, cots, and vessels, and of the watermen, lightermen, masters, and owners thereof, and other persons concerned in the navigation thereof, or of any docks within the said lough and river, port and harbour, and for the licensing, management, and government of pilots there who shall be appointed in pursuance of this Act, and in all matters and things relating to pilotage upon the said lough and river; and to impose and inflict such reasonable fines and forfeitures upon all persons offending against such rules, bye-laws, and orders, or any of them, as to the said Ballast-office Committee shall seem meet, not exceeding the sum of 40*s.* on any one person for any one offence; which said rules, bye-laws, and orders, being put into writing and signed by any five of the said Ballast-office Committee and their clerk, shall be binding on and shall be observed by all persons, and shall be sufficient in any court of law or equity to justify all persons who shall act under the same: provided always, that no such rules, bye-laws, and orders, or any alteration thereof, be repugnant to any law or statute of that part of the United Kingdom called Ireland, or anything in this Act contained; and all such rules, bye-laws, and orders, and any alteration thereof, shall be subject to appeal in manner herein mentioned.

And it is further enacted, that all rules, bye-laws, orders, and proceedings of the said Ballast-office Committee in the execution of this Act, shall be fairly entered in a book or books to be kept for that purpose; and such rules, bye-laws, orders, and proceedings, when entered, shall be signed by five of the said Committee and their clerk, who are hereby required to set their names thereto; and the said rules, bye-laws, orders, and proceedings, or any copy thereof signed and authenticated by the clerk to the said Committee, shall and may be produced and read in evidence in all cases of appeal, suits, actions, or other proceedings, touching anything done in pursuance of this Act.

And it is further enacted, that copies of all such bye-laws, rules, orders, and regulations as shall be so made as aforesaid, shall be written, printed, or painted in large characters, with the name of the clerk to the said Ballast-office Committee affixed thereto, and shall be fixed or hung up in some public or conspicuous place in the Custom House, the office of the said Ballast-office Committee, the office of the Mayor of Londonderry, and in the office of the Collector of the Customs of the said city of Londonderry, and shall be renewed as often as the same shall become obliterated, defaced, or altered.

Pilots, &c.

And it is further enacted, that all vessels trading to or from the lough, river, port, or harbour of Lough Foyle shall be conducted, piloted, and navigated by pilots annually authorised and licensed by the Ballast-office Committee; provided always, that no such licence shall be granted, unless the person requiring such licence shall be a fit and proper person to be so licensed

PORT OF LONDONDERRY—*continued.*

as a pilot, nor unless such person shall have paid to the use of the said committee a sum not exceeding 1 *l.*, the payment whereof shall be certified by the clerk of the said committee; and the master, owner, or owners of every such ship or vessel which shall be navigated within the limits aforesaid, without a pilot licensed as aforesaid, shall forfeit treble the sum which would have been demanded for the pilotage of such ship or vessel, together with 5 *l.* for every 50 tons burthen of such ship or vessel.

And it is further enacted, that the master, commander, owner or owners, consignee or consignees of every ship or vessel coming into the said lough and river, port and harbour of Lough Foyle from sea, or going out of the same to sea, shall, for every such ship or vessel not being in his Majesty's service, pay, or cause to be paid, as and for pilotage, to the ballast-master at the Ballast-office of the said port, on the said vessel entering or going out of the said port, a rate, duty, or sum not exceeding the several sums of money set down in the figures in the table hereinafter mentioned.

And it is further enacted, that no person shall take charge of any vessel, or in any manner act as a pilot, or receive any compensation for acting as a pilot, within the limits aforesaid, unless authorised by licence by virtue of this Act; and no such pilot shall act without having his licence at the time of his so acting in his personal custody, ready to be produced, which shall actually be produced to any person who shall lawfully require to see the same, on pain of forfeiting a sum not exceeding 5 *l.*

Provided always, and it is further enacted, that this Act shall not extend, or be construed to extend, to hinder any person or persons from assisting any ship or vessel in distress, or subject such person or persons, or the owner or master of any ship or vessel employing such persons within the limits aforesaid, to the penalties of this Act, anything herein contained to the contrary notwithstanding.

Provided always, and it is further enacted, that nothing in this Act contained shall extend to subject to any penalty any owner, or captain, or master of any ship or vessel, who shall employ any person, or act himself as a pilot for the conduct of his ship or vessel, in any case where a licensed pilot cannot be procured.

Provided always, and it is further enacted, that it shall be lawful for any licensed pilot to supersede any person not licensed as a pilot, in the charge of any ship or vessel within the said port or harbour of Lough Foyle; and every master who shall, within the limits of the said port, continue any person not licensed as hereinbefore mentioned, after any pilot licensed as aforesaid to act within the said limits shall have offered to take charge of such ship or vessel; and every person assuming or continuing in the charge or conduct of any ship or vessel within the limits aforesaid, without being duly licensed as hereinbefore mentioned, after any other pilot licensed as aforesaid shall have offered to take charge thereof, shall respectively forfeit for every such offence a sum not exceeding 10 *l.*

And it is further enacted, that if any person or persons shall at any time or times obstruct, hinder, or molest any member of the said Ballast-office Committee, or any of their officers or servants, or other person whomsoever, who is, are, or shall be employed by virtue of this Act in the performance or execution of his or their duty, every such person so offending shall forfeit a sum not exceeding 10 *l.* for every such offence.

And it is further enacted, that if any person shall wilfully or maliciously destroy, injure, or damage any buoy, beacon, or other work, the property of the said Ballast-office Committee, every such person shall, for every such offence, forfeit and pay any sum not exceeding 20 *l.*, in addition to making good the injury or damage thereby occasioned.

And it is further enacted, that it shall and may be lawful for any clerk, collector, harbour-master, or other officer of the said Ballast-office Committee, or for any officer of the said Police Committee, and such person or persons as he shall call to his assistance, to seize and detain any person or persons being unknown to such clerk, collector, harbour-master, or other officer of the Ballast-office Committee, or officer of the said Police Committee respectively, who shall commit any offence or offences against this Act, or be liable to any penalties under this Act, and to convey him, her, or them before any one or more justice or justices of the peace or other magistrate, without any other warrant or authority than this Act for so doing; and such justice or justices, or other magistrate respectively, is and are hereby empowered and directed to proceed to the conviction or acquittal of such offender or offenders.

And it is further enacted, that if any person who shall be summoned as a witness to attend to give evidence before the mayor of the said city of Londonderry, or any justice of the peace, touching any matter contained in any information or complaint, for any offence committed against the said Act or this Act, or any bye-law or order made in pursuance thereof, either by the said Police Committee or by the said Ballast-office Committee, shall, without reasonable excuse, refuse or neglect to appear at the time and place to be for that purpose appointed, a reasonable sum having been paid or tendered to such person for his charges, or when appearing, shall refuse to be examined upon oath, or, in case of a quaker, on solemn affirmation, and to give evidence before such mayor or justice of the peace, then and in any of the said cases every such person shall forfeit and pay for every such offence any sum not exceeding 5 *l.*

And it is further enacted, that every pilot licensed under this Act who shall refuse to take charge of any ship or vessel, or who shall exact any fee or reward beyond the established rates of pilotage, or who shall quit any ship or vessel, or decline the pilotage thereof after he shall have been engaged or gone alongside thereof, without leave of the owner, master, captain, or person having the chief command of such ship or vessel, or before the service shall have been performed for which he was hired, or shall by drunkenness render himself incapable of conducting such ship or vessel, or shall negligently, ignorantly, or wilfully run such ship or vessel on shore, or shall, by misdirection or otherwise, do any injury to the same, or to the tackle or furniture thereof, or shall lend his licence or warrant to any unlicensed person, to enable or to assist him in acting or claiming to act as a licensed pilot, shall forfeit for every such offence any sum not exceeding 20 *l.*, and shall be liable to be dismissed from being a pilot, at the discretion of the said Ballast-office Committee.

And it is further enacted, that there shall be paid and payable to the said Ballast-office Committee, by the master or owner of every ship or vessel arriving in the lough or river, port or harbour of Lough Foyle, to such person or persons, for the use of the said committee, as shall be duly authorised by the said committee to receive the same, the following rates and duties and sums of money, over and above all other rates and duties and sum and sums of money now payable by any such masters or owners.—*See* yearly Rates annexed, page 256, &c.

And it is further enacted, that if any master, commander, or owner, or part-owner of any ship or other vessel shall depart from the said port without having first paid the duties hereby imposed, or shall elude or avoid the payment thereof by any method whatsoever, every such master, commander, owner, or part-owner of such ship or vessel shall pay and forfeit for every such offence to the said committee the sum of 10 *l.* over and above the duties imposed by this Act.

And it is further enacted, that it shall be lawful to and for the receiver or collector of the duties by this Act imposed, or his or their deputy, to enter, either alone or with any other person or persons for his or their assistance, into or on board any ship or vessel within the said port, and to demand, take account of, and inspect what duty or duties, rate or sum, is or may be payable by virtue of this Act, for or in respect of any such ship or vessel, and to demand, collect, and receive all and every such duty or duties; and in case any duty by this Act imposed shall not be paid by the master, owner, or part-owner, or by the person having the charge or command of such ship or vessel, upon demand thereof made by the said receiver or collector, then it shall and may be lawful to and for such receiver or collector to seize and distrain such ship or vessel, or any goods, wares, or merchandise on board thereof, and all and every or any other goods, wares, or merchandise of or belonging to the same

PORT OF LONDONDERRY—*continued.*

same owner or owners, merchant or merchants, consignee or consignees, which shall then or at any time afterwards come to or be found at or within the said port, or upon any wharf belonging or adjoining to the same respectively; and also all the guns, tackle, furniture, and apparel of or belonging to any ship or vessel within such port; and in case of neglect or delay of or in the payment of the said duties, or any part thereof, so payable and neglected or delayed to be paid, and for which such distress or distresses shall be taken as aforesaid, for the space of five days next after such distress or distresses so taken, then and in every such case it shall and may be lawful to and for such receiver or collector to sell the said ship, vessel, goods, wares, or merchandise, guns, tackle, and furniture so distrained, or so much thereof as he or they shall deem necessary, and therewith to satisfy him or themselves as well for the said duties as for his and their reasonable charges in taking, keeping, and selling such distress or distresses, rendering the overplus (if any) to the owner or owners of the same, or to his or their agent for the use of such owner or owners, when he or they shall demand the same; and if any master, owner, merchant, consignee, agent, or other person shall not permit, or shall obstruct or hinder any receiver or collector, or other person or persons employed by the said committee, to enter or from entering on board any ship, vessel, boat, or other craft, to take an account of and inspect what duty may be payable by virtue of this Act, or for any purpose authorised by this Act, every person so offending shall for every such offence forfeit any sum not exceeding 20*l.* over and above the said duties.

BYE-LAWS.

AND whereas it has been found expedient to change and alter certain rules, laws, and regulations made under the authority of the 48th Geo. 3, be it therefore enacted, by the authority of the Ballast-office Committee, that from and after the 1st day of December 1832, all bye-laws, rates, matters, and things shall cease and determine, and be utterly null and void, and the same are hereby repealed.

PILOTAGE.

AND be it enacted, by the Ballast-office Committee, under the authority of the aforesaid Act of the 3d Will. 4, that it shall not be lawful for any pilot duly licensed under the provisions of the hereinbefore in part recited Act to demand or receive any money or gratuity whatever for the discharge of his duty as such pilot in piloting any ship or other vessel in or out of the lough or river, port or harbour of Lough Foyle, from any master, mate, or other person having the charge of such ship or other vessel or any other person, save and except such sum or sums of money or gratuity as such pilot shall be entitled to receive from or to be paid by the Ballast-office Committee or the collector of such committee; and if any such pilot shall demand or receive any sum or sums of money, save and except the sum or sums of money hereinbefore to be paid to such pilot by such Ballast-office Committee, from any owner or owners, master, mate, or other person having the charge, management, or command of such ship or other vessel, every such pilot, for each and every such offence, shall forfeit and pay the sum of 20*s.*, to be sued for and recovered as by the said above in part recited Act is enacted and provided.

And be it further enacted, by the authority aforesaid, that it shall not be lawful for the collector of the Ballast-office Committee to pay any sum or sums of money, rates, or prices to any pilot duly licensed as aforesaid, for any duty performed as such pilot, in piloting any ship or other vessel outwards-bound, in the lough and river, port and harbour of Lough Foyle, unless every such pilot who shall have discharged such duty, as such pilot, in piloting such ship or vessel outwards-bound, shall produce to the Ballast-office Committee, or collector of such committee, or to the pilot-master, a certificate under the hand of the master, mate, or other person having the charge, management, or command of such ship or other vessel, certifying that such pilot has duly performed his duty as such pilot, in piloting such ship or other vessel; and it shall not be lawful for the said collector to pay any sum or sums of money, rates, or prices to any such pilot as aforesaid, who shall have performed his duty as such pilot, in piloting any ship or other vessel inwards-bound, in the lough and river, port and harbour of Lough Foyle, until the owner, consignee, master, mate, or other person having the charge, management, or command of such ship or other vessel, shall have made an entry in the pilot-book kept in the Ballast-office, specifying the draft of water of every such ship or other vessel: And if any master, mate, or other person having the charge, management, or command of any such ship or other vessel, shall refuse to give such certificate as aforesaid, or to make such entry as aforesaid, when duly required so to do, by any pilot proving himself duly entitled to such certificate, or to have such entry made, or if any owner, consignee, master, mate, or other person having the charge, management, or command of such ship or other vessel, shall make a false entry in such pilot-book of the draft of water of such ship or other vessel, every master, mate, or other person so refusing or making such false entry, shall forfeit, for each and every offence, the sum of 1*l.*, to be sued for and recovered in like manner as hereinbefore mentioned.

And be it enacted, by the authority aforesaid, that it shall not be lawful for any pilot, having the charge of or piloting any ship or vessel, inwards or outwards bound, within the lough and river, port and harbour of Lough Foyle, to quit such ship or other vessel, without having obtained permission to do so from the master, mate, or other person having the charge, management, or command of such ship or other vessel; and if any such pilot as aforesaid shall, without such permission, quit such ship or other vessel, every such pilot so offending shall forfeit and pay the sum of 2*l.*, to be sued for and recovered in like manner as is hereinbefore mentioned.

And be it enacted, by the authority aforesaid, that it shall and may be lawful for the pilot-master of the Ballast-office Committee to grant leave of absence to any pilot, duly licensed as such pilot, for any period not exceeding 30 days at any one time, and if any such pilot shall absent himself without such permission, or shall continue absent after the period has expired for which such leave of absence has been given, unless such absence is by the special leave and permission of the Ballast-office Committee, any pilot so offending shall be liable and subject to be suspended by the said Ballast-office Committee, or by the pilot-master of the lough and river, port and harbour of Lough Foyle, or the deputy of such pilot-master.

And be it further enacted, by the authority aforesaid, that it shall and may be lawful for the pilot-master of the lough and river, port and harbour of Lough Foyle, or the deputy of such pilot-master, to require any of the pilots, licensed as aforesaid, to attend in the pilot-room after such time, and on such occasions as to him or them, or either of them, shall seem fit and necessary, and if any pilot having been duly required to attend as aforesaid, by such pilot-master, or deputy pilot-master shall omit or refuse to attend, or if any such pilot shall neglect or refuse to take charge of any ship or other vessel, having been required or commanded so to do by such pilot-master, or deputy pilot-master, every such pilot so refusing or omitting to attend as aforesaid, or neglecting or refusing to take charge of such ship or other vessel as aforesaid, shall forfeit and pay for each and every such offence a sum not exceeding 2*l.* nor less than 1*l.*, to be sued for and recovered in like manner as hereinbefore mentioned.

PORT OF LONDONDERRY—*continued.*

And be it further enacted, by the authority aforesaid, that it shall and may be lawful for any master, mate, or other person having the charge, management, or command of any ship or other vessel, to whom a pilot has been supplied as aforesaid, to take charge of such ship or other vessel, in piloting the same, to change such pilot as aforesaid, and to substitute in the place of such pilot, any other pilot, duly licensed as aforesaid, whom such master, mate, or other person having the charge, management, or command of such ship or other vessel, shall deem more competent to discharge the duties of a pilot; provided always, that every such master, mate, or other person having the charge, management, or command of any such ship or other vessel, who shall be desirous of changing such pilot as aforesaid, shall previously to making such change, make an application in writing to the clerk of the Ballast-office Committee, or to the pilot-master, stating in what particulars the said pilot is deficient, or on what grounds and for what causes such master, mate, or other person requires such pilot to be changed.

And be it enacted, by the authority aforesaid, that any master, mate, or other person having the charge, management, or command of any ship or other vessel, on board of which any pilot (to whom the charge of piloting such vessel has been given) shall be detained for any longer period of time than is sufficient for piloting such vessel, from or to the port or harbour of Lough Foyle, unless such detention has been occasioned by contrary winds or tempestuous weather, every such master, mate, or other person having the charge, management, or command of such ship or other vessel, on board which such pilot shall have been detained as aforesaid, shall pay to such pilot for each and every day that such pilot shall be detained as aforesaid, the sum of 2*s.* 6*d.*, when the measurement of such vessel does not exceed 150 tons, and when such measurement exceeds 150 tons, the sum of 3*s.* 6*d.* above all such sum or sums of money, rates, and prices payable to the Ballast-office Committee, or the collector of such committee, by such master, mate, or other person having the charge, management, or command of such ship or other vessel, for piloting the same.

And be it further enacted, by the authority aforesaid, that it shall not be lawful for any master, mate, or other person having the charge, management, or command of any ship, barge, lighter, float, cot, raft, boat, or other vessel, to ride such ship, barge, lighter, float, cot, raft, boat, or other vessel, by any buoy, within the lough and river, port and harbour of Lough Foyle, (save the warping buoys at the crook); and if any such master, mate, or other person, having the care, management, or command of any ship, barge, lighter, float, cot, raft, boat, or other vessel, shall ride such ship, barge, lighter, float, cot, boat, or other vessel, by any such buoy as aforesaid (save and except as aforesaid), every such master, mate, or other person so offending, shall forfeit and pay the sum of 2 *l.*, to be sued for and recovered in like manner as hereinbefore mentioned.

And whereas it appears that masters of vessels trading to this port frequently report a false draught of water, when outward bound, and thereby often deceive the pilots when going over the flats, and deprive them of the full amount of their lawful pilotage; and whereas it is found necessary to prevent such frauds: Be it therefore enacted, that from and after the 1st day of December 1832, any master or other person having the charge, management, command, or clearing of any vessel, who shall give in a false draught of water (outward-bound), shall forfeit and pay for every such offence a sum not less than 10*s.*, nor more than 40*s.*, to be sued for and recovered in like manner as hereinbefore mentioned.

NOTICE to Masters of Vessels frequenting *Lough Foyle.*

IT IS requested by the Ballast-office Committee that when masters of vessels see cause for being dissatisfied with the attendance of the pilots, they will state their complaint, in writing, to the Committee, in order that the same may be immediately investigated.

Ballast Office, Derry, 15 July 1831.

THE BALLAST-OFFICE COMMITTEE of the Port of *Londonderry* direct, that the following Regulations be observed by the Pilots of *Lough Foyle* from and after the 10th December 1840, which, with a trifling exception, are the same as those heretofore acted upon.

A STEAM-VESSEL passing another between Tura Buoy and Londonderry, must always leave the vessel she is passing on the larboard hand.

That when steam or sailing vessels on different courses, unavoidably or necessarily approach or cross so near that, by continuing their respective courses there would be a risk of coming in collision, each vessel shall put her helm to port, so as always to pass to the larboard side of each other.

That vessels having a fair wind shall give way to those on a wind. That when both vessels are going on the wind, the vessel on the starboard tack shall keep her wind, and the one on the larboard tack shall bear up, thereby passing each other on the larboard hand. That when both vessels have the wind large or abeam, and meet, they shall pass each other in the same way, on the larboard hand, to effect which, the helm must be put to port. Steam-vessels always to be considered same as sailing vessels going large.

7 December 1840.

WHEREAS it has been found expedient to make further RULES, BYE-LAWS, and ORDERS, in pursuance of the Powers and Authority granted to the Ballast-Office Committee for the Port and Harbour of *Lough Foyle.*

BY an Act passed in the 2d & 3d year of the reign of his late Majesty King William 4th, intituled, "An Act to make more effectual provision for the regulation of Pilots, and of the Shipping, and Vessels, Owners, and Crews thereof, resorting to or arriving at, or plying within the Lough, River, Port, or Harbour of Lough Foyle:" be it therefore enacted, that from and after the 1st day of December 1851, vessels trading to and from this port, and not proceeding further up the river than Carrickarorry or Moville, to pay one-half pilotage inwards and one-half outwards; and to or from Quigley's Point two-thirds pilotage inwards and two-thirds outwards.

James M'Ghee, Clerk.

PORT OF LONDONDERRY—*continued.*

Nos. 2 & 3.—RETURN of the NAMES and AGES of all PILOTS and APPRENTICES licensed or authorised to act by the Pilotage Commissioners of the Port of *Londonderry*, and of all PILOTS or APPRENTICES acting mediately or immediately under such Commissioners, whether so licensed or not, with the Service for which each PILOT or APPRENTICE is licensed; for the Year ending 31 December 1854.

NAMES OF PILOTS.	Age on last Birthday.	Whether Licensed or Authorised.	Service for which Licensed or Authorised to Act.	REMARKS.
John M'Mullan	58	Yes	Licensed to pilot vessels of any draft within the limits of the port and harbour of Lough Foyle.	
John O'Donnell	68	Yes		
James O'Donnell, sen.	66	Yes		
James M'Daid	46	Yes		
Hugh O'Donnell	35	Yes		
Owen M'Daid	50	Yes		
Phillip M'Daid	42	Yes		
James O'Donnell, jun.	31	Yes	15 feet.	
William Bradley	34	Yes		
Charles M'Laughlin	48	Yes	Any draft.	
John Loughery	53	Yes		
Patrick M'Gonigall	43	Yes		
Bernard Gillespie	61	Yes		
Neil Gillespie, sen.	63	Yes		
Con O'Donnell	65	Yes	12 feet.	
William Loughery	46	Yes	Any draft.	
Edward M'Gonigall	46	Yes		
Patrick M'Laughlin	48	Yes		
Roger M'Cann	58	Yes		
Michael Harkin	44	Yes		
Daniel M'Daid	52	Yes		
Patrick Rudden	37	Yes		
Daniel M'Laughlin	32	Yes		
John Gillespie, sen.	37	Yes		
Hugh M'Laughlin	41	Yes		
John Gillespie, jun.	30	Yes	15 feet.	
Daniel M'Cann	31	Yes	Any draft.	
Neil Loughery	26	Yes	15 feet.	
Neil Gillespie, jun.	26	Yes		
Daniel M'Carron	32	Yes		
NAMES OF APPRENTICES.				
Neil Gillespie, jun.	30			
Patrick O'Donnell	27	- - - -	- - - - -	At sea.
Daniel Gillespie, sen.	30			
Neil M'Laughlin	29	- - - -	- - - - -	At sea.
Patrick M'Laughlin	32			
Edward Harkin	29			
Neil Gillespie, sen.	32	Authorised to take charge of vessels when no licensed pilot can be procured.	Authorised to take charge of vessels drawing nine feet.	
Charles M'Daid	27			
John O'Donnell	22		- - - - -	At sea.
Daniel Gillespie, jun.	26	- - - -	- - - - -	
Laughlin M'Cann	25	- - - -	- - - - -	
Phillip M'Daid	18	- - - -	- - - - -	
Thomas Holland	34			
James M'Gonigall	19			

PORT OF LONDONDERRY—*continued.*

No. 4.—RETURN of the RATES of PILOTAGE now in force, including the Rates and Descriptions of all Charges upon Shipping made for or in respect of Pilots or Pilotage at the Port of *Londonderry*; for the Year ending 31 December 1854.

WHEREAS, by an Act passed in the second and third year of William the Fourth, relative to the Ballast-office of the port of Londonderry, it is, amongst other things, enacted, that the Ballast-office Committee shall ascertain the several rates, prices, fares, and sums of money to be paid to any person or persons for the supplying, lifting, receiving, taking in, and throwing out of ballast, and for the pilotage of ships and vessels; and also the sums of money to be paid to the said committee by virtue of this Act, or in respect of the tonnage of ships and vessels arriving in said harbour, or for the licensing of said ships, boats, and vessels used or employed or plying for hire therein, as aforesaid; and it is also directed that tables shall be hung up, with the name of the clerk of the committee affixed thereto, in the Custom-house, Mayor's-office, and Ballast-office; it is therefore ordered by the committee, that from and after the 1st day of December 1854 the rates shall be as follow, which said rates shall be paid to the collector or person by them appointed for the use of the said committee:—

TONNAGE.

For every foreign ship, 6*d.* per ton; for every ship belonging to Great Britain or Ireland, or the plantations, trading from foreign or the British plantations, 3*d.* per ton; if from Great Britain or Ireland, 2*d.* per ton, and those of 20 tons and under, free.

Steam-boats to pay the same rates as other vessels, according to trade and property.

PILOTAGE.

BRITISH SHIPS OF EVERY DESCRIPTION, OR STEAM-BOATS.	s.	d.		ALIEN SHIPS OF EVERY DESCRIPTION, OR STEAM-BOATS.	s.	d.	
INWARDS:				INWARDS:			
7 feet and under to pay 14*s.*				7 feet and under to pay 1*l.* 1*s.*			
Above 7 feet and under 8 to pay at the rate of	2	–	per foot, and inches in proportion.	Above 7 feet and under 8 to pay at the rate of	3	–	per foot, and inches in proportion.
8 „ 9 „ -	2	2		8 „ 9 „ -	3	4	
9 „ 10 „ -	2	4		9 „ 10 „ -	3	8	
10 „ 11 „ -	2	8		10 „ 11 „ -	4	–	
11 „ 12 „ -	3	–		11 „ 12 „ -	4	4	
12 „ 13 „ -	3	4		12 „ 13 „ -	4	8	
13 „ 14 „ -	3	8		13 „ 14 „ -	5	–	
14 „ 15 „ -	4	–		14 „ 15 „ -	5	4	
15 feet and upwards at the rate of - -	4	4		15 feet and upwards at the rate of - -	5	8	
OUTWARDS:				OUTWARDS:			
7 feet and under to pay 10*s.* 6*d.*				7 feet and under to pay 17*s.* 6*d.*			
Above 7 feet and under 8 to pay at the rate of	1	6		Above 7 feet and under 8 to pay at the rate of	2	6	
8 „ 9 „ -	1	9		8 „ 9 „ -	2	9	
9 „ 10 „ -	2	–		9 „ 10 „ -	3	–	
10 „ 11 „ -	2	3		10 „ 11 „ -	3	3	
11 „ 12 „ -	2	6		11 „ 12 „ -	3	6	
12 „ 13 „ -	2	9		12 „ 13 „ -	3	9	
13 „ 14 „ -	3	–		13 „ 14 „ -	4	–	
14 „ 15 „ -	3	3		14 feet and upwards at the rate of - -	4	4	
15 feet and upwards at the rate of - -	3	6					

Vessels of 30 tons burthen per register and under shall pay 10*s.* inward pilotage, and 6*s.* outward pilotage; above 30 tons and not exceeding 40 tons, if bound coastways and sailing in ballast, only 8*s.* outward. Boats which have discharged potatoes, under 20 tons, 3*s.* 6*d.* outward pilotage. If British wind-bound vessels, half pilotage in and half pilotage out, to or from Moville or Quigley's Point. Vessels towed by steamers, one-fifth off, if demanded by the master or owner, or by any person for them, on producing a proper order.

All

PORT OF LONDONDERRY—*continued.*

All vessels laden with bark, under 120 tons, to pay 6*d.* per foot extra; 120 tons and not exceeding 150 tons, 9*d.*; exceeding 150 tons, 1*s.* per foot extra. All British ships from foreign ports, or, if bound to foreign ports, having on board half their registered tonnage of cargo, or with passengers, to pay 4*d.* per foot extra, in addition to the above charges.

Vessels which have cleared the lough, and by stress of weather obliged to return: it is hereby directed, that as these vessels have paid the full amount of pilotage, they shall pay but one-third in and one-third out of the amount of their outward pilotage, to be ascertained by the master's account from the collector of pilotage, provided they do not anchor above Quigley's Point; if above that, or at the ship quay, half pilotage.

Pilots detained on board vessels, the sum of 2*s.* 6*d.* per day; when detaining them unnecessarily in Derry, the like amount.

Lighters or steam-boats employed in the lough or river, discharging or loading, if found within one mile of the public quays, shall pay 1*l.* per annum licence duty, and open row-boats or cots, 5*s.* per annum. This licence duty will be enforced if the buoys continue to be clandestinely destroyed.

Pilot licences, 1*l.* sterling.

20*s.* fine for giving a false draught of water; 10*l.* fine, or six months' imprisonment, for obstructing any pilot or any other person belonging to the Ballast-office in the performance or execution of their duty; 20*l.* fine for maliciously damaging the property of the Ballast-office, and to make good the injury (by 1 Vict. a misdemeanor); 10*l.* fine for any person who shall elude or avoid payment of duties.

Vessels of any size bound for this port refusing to take a pilot, fine 5*l.* for every 50 tons burthen, and treble pilotage.

Receivers may enter ships, seize, and distrain, and sell, in five days after, if the duties be not satisfied.

The pilot boats are black, their number white on the boat and black on the sail; the flag for the boats, red and white, and lantern at night. Pilot signal on shore white; their dress at all times blue; their number, with the words "Pilot, Foyle," on a silver badge on their hats; name and number posted in the Custom-house, mayor's office, and Ballast-office.

The East Light bears from the great buoy of the Tuns (which is in six fathom water) W.N.W. about 1¼ mile. By keeping the two lights in one (the east having nine reflectors, the west or inner but three) you avoid the Tun bank, and will be in mid-channel. The course by compass for Magilligan Point (after nearing the East Light) is, according to tide, from W.S.W. to S.W. by W., and from that to Moville W. ½ S. The West Light is hid when you pass White Bay by Greencastle, and the East Light can barely be opened to the southward as far as Moville, and with a small vessel to Clare River, which is near Redcastle; but caution is necessary standing to the southward, as the lights are not intended for guiding lights after passing inwards. At Moville, which is about 2½ miles from Greencastle, you can anchor in from five to seven fathom water half a mile above the town, and from one-fourth to one-third of a mile off the shore. Small vessels are recommended to anchor at Quigley's Point in winter.

There are two pilot stations, one close to the lighthouses, and one at Turmone, about eight miles west of Ennishowen Head; and the pilots are fined if they do not board one mile outside the great buoy of the Tuns, or one from Ennishowen Head, weather permitting.

Inward bound the red buoys are to be left on the starboard hand, black on the larboard. Master, mate, or clerk to attend at the Ballast-office on arrival, to certify as to the conduct of the pilot, draught of water, &c.

A steam-vessel passing another between Ture Buoy and Londonderry must always leave the vessel she is passing on the larboard hand.

That when steam or sailing vessels on different courses unavoidably or necessarily approach or cross so near that by continuing their respective courses there would be a risk of coming in collision, each vessel shall put her helm to port, so as always to pass on the larboard side of each other.

That vessels having a fair wind shall give way to those on a wind. That when both vessels are going on the wind, the vessel on the starboard tack shall keep her wind, and the one on the larboard tack shall bear up, thereby passing each other on the larboard hand. That when both vessels have the wind large or a-beam, and meet, they shall pass each other in the same way, on the larboard hand, to effect which the helm must be put to port. Steam-vessels always to be considered same as sailing vessels going large.

For further particulars, refer to bye-laws and Act of Parliament.

Merchants will receive these regulations, as usual, by applying at the office.

N.B.—Pilots on boarding are bound to produce these regulations, as also pilot and harbour laws, and their pilot branch, and take the cross bearings; 20*s.* fine on the master making a false report of boarding.

Vessels in ballast, or taking refuge owing to stress of weather, are not subject to tonnage duty.

PORT OF LONDONDERRY—*continued.*

No. 5.—RETURN of the TOTAL AMOUNT received for PILOTAGE of VESSELS Into and Out of the Port of *Londonderry*, distinguishing the Amounts received from British Vessels and from Foreign Vessels respectively, and the several Amounts received in respect of Vessels paying different Rates of Pilotage, and the several Amounts received for the several Classes of Service rendered by Pilots, together with the Number of the Vessels of each of the Classes paying such Amounts as aforesaid; for the Year ending 31 December 1854.

(1.)—INWARDS.

DISTANCES for which PILOTED, according to the different Distances in the Scale of Rates.	BRITISH VESSELS.								FOREIGN VESSELS.						TOTALS.	
	COASTERS.				OVERSEA.				PRIVILEGED.				Unprivileged.			
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea (Greencastle or Quigley's Point) to Londonderry	1,036	681 3 3	51	63 1 3	6	15 4 3	28	77 3 5	16	50 17 8	30	95 14 6	1	3 14 8	1,168	986 19 –
From Sea (Greencastle or Quigley's Point) to Moville	2	1 3 10	–	– –	–	– –	–	– –	–	– –	–	– –	–	– –	2	1 3 10
TOTAL	1,038	682 7 1	51	63 1 3	6	15 4 3	28	77 3 5	16	50 17 8	30	95 14 6	1	3 14 8	1,170	988 2 10

(2.)—OUTWARDS.

From Londonderry to Sea (Greencastle or Quigley's Point)	1,092	437 10 4	6	12 19 9	32	36 10 9	7	13 11 5	28	38 11 –	14	39 3 7	1	1 13 –	1,180	579 19 10
From Moville to Sea (Greencastle or Quigley's Point)	2	– 14 –	–	– –	–	– –	–	– –	–	– –	–	– –	–	– –	2	– 14 –
TOTAL	1,094	438 4 4	6	12 19 9	32	36 10 9	7	13 11 5	28	38 11 –	14	39 3 7	1	1 13 –	1,182	580 13 10

No. 6.—ACCOUNT of the RECEIPT and EXPENDITURE of all MONIES received by or on behalf of the Pilotage Commissioners of the Port and Harbour of *Londonderry*, in respect of Pilots or Pilotage; for the Year ending 31 December 1854.

Dr.	£. s. d.	*Cr.*	£. s. d.
To amount received as contribution to superannuation or widows' fund	29 12 4	By amount paid for salaries of secretary, clerk, and other officers	78 8 10
To amount received for fines and forfeitures	6 1 –	By amount paid for pensions or superannuations	29 12 4
To gross amount received for inward pilotage	988 2 10	By amount of fines and forfeitures paid to the port and harbour commissioners	6 1 –
To gross amount received for outward pilotage	580 13 10	By amount of inward pilotage paid to pilots	938 14 7
		By amount of outward pilotage paid to pilots	551 13 3
£.	1,604 10 –	£.	1,604 10 –

2 February 1855.

A. H. Stewart, Secretary to the Commissioners.

PORT OF NEW ROSS.

No. 1.—RETURN of all Bye-laws, Regulations, Orders, or Ordinances, relating to Pilots or Pilotage now in force within the Jurisdiction of the Commissioners of the Port and Harbour of *New Ross*; for the Year ending 31 December 1854.

Regulations and Instructions enacted by the Commissioners of the Port and Harbour of *New Ross*, for the conduct of their Officers and Pilots.

The following Regulations and Instructions were unanimously passed at a meeting of the Commissioners, held on the 2d day of February 1849; viz.—

Instructions to the Harbour and Pilot Master.

Pilots to be according to the following Rotation:

1. Michael Dunne.	4. Thomas Kehoe.	6. Patrick Toole.
2. John Doyle.	5. Daniel Eustace.	7. Daniel Carroll.
3. Stephen Dunne.		

The Commissioners, having every confidence that you will zealously forward the interest of the establishment, and having also confidence in your ability, need not enlarge in their instructions, but they feel it their duty to express distinctly their desire that you should, on every occasion, give your support, when it may be called for, to the revenue officers, in discharge of their duty.

You will be particularly careful to assist, and cause the pilots under your charge to assist, the revenue officers in the discharge of their duty, as far as is consistent with the duty of your own stations; and on no account whatever to give countenance to the shipping or landing of contraband goods.

The committee particularly request you to keep a watchful eye over the pilots under your charge, reporting any instance of wilful neglect, disobedience of orders, incapacity, or drunkenness on duty, which may come to your knowledge.

The committee will not excuse, in any of their officers, concealment of the last-mentioned offence.

The senior pilots in charge at the Hulk shall board all vessels bound to New Ross, and see they are furnished with a pilot without delay.

Instructions for Pilots.

You are to lose no time in boarding such vessels as you may be ordered to by the harbour and pilot-master or deputy pilot-master, and to behave with strict propriety while on board, hoisting your distinguishing colour (white, with his No. in black,) immediately on your going on board, and keeping it flying until you are discharged from the vessel.

You are to suffer no boat to take any vessel, in your charge, in tow, except you have orders from the harbour and pilot-master or deputy pilot-master to that effect, or except in cases of sudden emergency or danger.

The Commissioners being determined to encourage zeal, activity, and good conduct in such of the pilots under their orders as may entitle themselves to a share of the sum they have a power to distribute annually, as a reward for meritorious services, are equally resolved to inflict severe penalties on disobedience of orders, irregularity of conduct, or wilful neglect; and they most particularly impress upon you the necessity of your being at all times sober when on duty, as drunkenness when in charge of a vessel, or when otherwise employed by the Commissioners, will be considered an offence of the highest nature.

You are in no case whatever to interfere with the duties of the revenue officers, but on the contrary are to afford them every assistance; and any pilot found to be in any manner engaged in forwarding landing or shipping contraband goods, will be immediately suspended from his office.

You are to take particular care that the captain of any vessel under your charge does not cause any part of his ballast to be thrown into the river or harbour, and in case of his doing so, you are to give immediate information to the harbour and pilot-master, or deputy pilot-master; and if it shall be discovered that ballast has been thrown out of any vessel while you were in charge of her, without giving information, you will incur a severe penalty, or be suspended from your office.

You are to obey all orders and regulations that may from time to time be issued by the Commissioners, and you are to be amenable to the harbour and pilot-master and deputy pilot-master.

By order of the Commissioners,

Port and Harbour Commissioners' Office, Tholsel, New Ross, 2 February 1849.

Martin Howlett, Chairman pro tem.

PORT OF NEW ROSS—*continued.*

Nos. 2 & 3.—RETURN of the NAMES and AGES of all PILOTS and APPRENTICES licensed or authorised to act by the Commissioners of the Port and Harbour of *New Ross*, and of all PILOTS or APPRENTICES acting mediately or immediately under such Commissioners, whether so licensed or not, with the Service for which each PILOT or APPRENTICE is licensed; for the Year ending 31 December 1854.

NAMES OF PILOTS.	Age on last Birthday.	Whether Licensed or Authorised.	Service for which Licensed or Authorised to Act.	APPRENTICES.
Stephen Dunn - -	62	Yes. 11 & 12 Vict. c. 139.	To pilot vessels within their limits from the Junction of the River Barrow with the River Suir, up to the entrance of the canal at Saint Mullins, on the River Barrow, and to the Lock Quay of Innistiogue, on the River Nore.	None.
Michael Dunn - -	60	- - ditto -		
John Doyle - - -	60	- - ditto -		
Daniel Eustace - -	62	- - ditto -		
Thomas Kehoe - -	47	- - ditto -		
Daniel Carroll - -	41	- - ditto -		
Patrick Toole - -	49	- - ditto -		

Remarks.—No other persons acting or permitted to act as pilots. Vessels coming to this port are obliged to take pilots of the port and harbour of Waterford, from the entrance of that harbour to the junction of the rivers Suir and Barrow, called Cheek Point, where the port of New Ross commences, and the amount of pilotage paid to the Waterford Harbour Commissioners is unknown to the Commissioners of this port.

No. 4.—RETURN of the RATES of PILOTAGE now in force, including the Rates and Descriptions of all Charges upon Shipping made for or in respect of Pilots or Pilotage at the Port of *New Ross*; for the Year ending 31 December 1854.

Every Vessel entering the Port and Harbour of *New Ross* shall pay as and for Pilotage Fees the following Rates:

	Vessels not having British Register, arriving from or Sailing on a Foreign Voyage.	Vessels with British Register, arriving from or Sailing on a Foreign Voyage.	Vessels Trading to or from a Port in the United Kingdom.
	£. s. d.	£. s. d.	£. s. d.
Where the registered tonnage is 30 and under 40 - -	- 10 -	- 8 -	- 5 -
Ditto - - ditto - - 40 „ 50 - -	- 12 6	- 10 -	- 6 -
Ditto - - ditto - - 50 „ 60 - -	- 15 -	- 11 6	- 7 6
Ditto - - ditto - - 60 „ 70 - -	1 1 -	- 15 9	- 10 6
Ditto - - ditto - - 70 „ 80 - -	1 4 -	- 18 -	- 12 -
Ditto - - ditto - - 80 „ 90 - -	1 7 -	1 - 3	- 13 6
Ditto - - ditto - - 90 „ 100 - -	1 10 -	1 2 6	- 15 -
Ditto - - ditto - - 100 „ 110 - -	1 13 -	1 4 9	- 16 6
Ditto - - ditto - - 110 „ 120 - -	1 16 -	1 7 -	- 18 -
Ditto - - ditto - - 120 „ 130 - -	1 19 -	1 9 3	- 19 6
Ditto - - ditto - - 130 „ 140 - -	2 2 -	1 11 6	1 1 -
Ditto - - ditto - - 140 „ 150 - -	2 5 -	1 13 9	1 2 6
Ditto - - ditto - - 150 „ 160 - -	2 8 -	1 16 -	1 4 -
Ditto - - ditto - - 160 „ 175 - -	2 11 -	1 18 3	1 5 6
Ditto - - ditto - - 175 „ 200 - -	2 14 -	2 - 6	1 7 -
Ditto - - ditto - - 200 „ 225 - -	2 17 -	2 2 9	1 8 6
Ditto - - ditto - - 225 „ 250 - -	3 - -	2 5 -	1 10 -
Ditto - - ditto - - 250 „ 275 - -	3 3 -	2 7 3	1 11 6
Ditto - - ditto - - 275 „ 300 - -	3 6 -	2 9 6	1 13 -
Ditto - - ditto - - 300 „ 325 - -	3 9 -	2 11 9	1 14 6
Ditto - - ditto - - 325 „ 350 - -	3 12 -	2 14 -	1 16 -
Ditto - - ditto - - 350 „ 375 - -	3 15 -	2 16 3	1 17 6
Ditto - - ditto - - 375 „ 400 - -	3 18 -	2 18 6	1 19 -
Ditto - - ditto - - 400 and upwards - -	4 1 -	3 - 9	2 - 6

PORT OF NEW ROSS—*continued.*

No. 5.—RETURN of the TOTAL AMOUNT received for PILOTAGE of VESSELS Into and Out of the Port of *New Ross*, distinguishing the Amounts received from British Vessels and from Foreign Vessels respectively, and the several Amounts received in respect of Vessels paying different Rates of Pilotage, and the several Amounts received for the several Classes of Service rendered by Pilots, together with the Number of the Vessels of each of the Classes paying such Amounts as aforesaid; for the Year ending 31 December 1854.

(1.)—INWARDS.*

DISTANCES for which PILOTED, According to the different Distances in the Scale of Rates.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
	COASTERS.		OVERSEA.		PRIVILEGED.		UNPRIVILEGED.			
	No. of Vessels.	Amount.	No. of Vessels.	Amount.	No. of Vessels.	Amount.	No. of Vessels.	Amount.	No. of Vessels.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Cheek Point to New Ross	239	144 7 1	16	33 1 6	6	13 7 9	- -	- - -	261	190 16 4

(2.)—OUTWARDS.*

From Cheek Point to New Ross	239	144 7 1	16	33 1 6	6	13 7 9	- -	- - -	261	190 16 4

VESSELS CHANGING.

Return of the amount paid by such vessels piloted into the port of New Ross as have, before reaching their port of destination, to take or pay for two or more pilots, with the number of vessels paying the same - - - - } No return can be given by the New Ross Port and Harbour Commissioners of the pilotage paid by vessels previous to their arrival at Cheek Point, which is the entrance to the port of New Ross, inasmuch as same is paid to the Commissioners of the Port and Harbour of Waterford.

N. B.—Change of pilots takes place at Cheek Point.

* No account is kept of vessels towed by steam, as all vessels pay the pilotage rate whether towed by steam or not, and always have a pilot on board.

No. 6.—ACCOUNT of the RECEIPT and EXPENDITURE of all MONIES received by or on behalf of the Commissioners of the Port and Harbour of *New Ross*, in respect of Pilots or Pilotage; for the Year ending 31 December 1854.

Dr.	£. s. d.	*Cr.*	£. s. d.
To gross amount received for inward pilotage - - - - - - - - -	190 16 4	By amount paid for salaries of secretary, clerk, and other officers - - -	64 - -
To gross amount received for outward pilotage - - - - - - - - -	190 16 4	By amount paid for rent of offices, &c. -	10 - -
To balance - - - - - - -	32 7 4	By amount paid for or in respect of pilot boats, buoys, &c. - - - -	6 19 -
		By amount paid pilots - - - -	315 1 7
		By amount of rate collector's per-centage -	9 9 11
		By amount of treasurer's per-centage -	8 9 6
£.	414 - -	£.	414 - -

16 January 1854.

Patrick Neville, Clerk.

PORT OF NEWRY.

No. 1.—RETURN of all Bye-Laws, Regulations, Orders, or Ordinances relating to Pilots or Pilotage now in force within the Jurisdiction of the Pilotage Authorities of the Port of *Newry*; for the Year ending 31 December 1854.

The Act 10 Geo. 4, c. 126, provides—

Section 135.—Company to appoint pilots.

Section 136.—Penalty on persons acting as pilots without being Licensed.—"And be it further enacted, that if any person or persons whatsoever, not being so licensed as aforesaid, and not belonging to or being of the crew of the vessel, shall after such licences shall have been granted by the said committee of management as aforesaid, take upon himself or themselves to act as a pilot in conducting any vessel into or out of said navigation and river of Newry and Bay of Carlingford, after any Pilot so licensed as aforesaid shall have offered himself for that purpose, then and in every such case the person so offending shall forfeit and pay any sum not exceeding 5*l*. Provided that nothing herein contained shall be construed to extend so as to subject any person or persons whomsoever to any penalties or forfeitures by this Act imposed, for aiding or assisting any ship or vessel in distress."

Section 137.—Penalty on pilots refusing to take charge of ships.

Section 138.—Penalty on pilots for misbehaviour.

Section 139.—Pilot may demand security for payment of pilotage.

Nos. 2 & 3.—RETURN of the Names and Ages of all Pilots and Apprentices licensed or authorised to act by the Pilotage Authorities of the Port of *Newry*, and of all Pilots or Apprentices acting mediately or immediately under such Authorities, whether so licensed or not, with the Service for which each Pilot or Apprentice is licensed; for the Year ending 31 December 1854.

No.	NAMES OF PILOTS.	Age on last Birthday.	Whether Licensed or Authorised.	Service for which Licensed or Authorised to Act.	APPRENTICES.
	Bar Pilots:				
1	Henry Coffee	48	Yes		None
2	John Chesnut	36	Yes		
3	Mat. Rodgers	46	Yes		
4	Jno. Cunningham	49	Yes		
5	Pat. Rodgers	36	Yes		
6	Edw. Morgan	31	Yes		
7	Wm. Cunningham	34	Yes		
8	Jno. Maginnis	40	Yes		
9	Andrew Millar	42	Yes		
10	Edw. George	51	Yes		
11	Peter Mills	50	Yes		
12	W. M'Bride	46	Yes		
	River Pilots:				
13	Joseph Morton	50	Yes	Licensed for two years, from 11th July 1853.	
14	Thos. Quann	57	Yes		
15	Jno. Toombes	47	Yes		
16	Peter Cassily	56	Yes		
17	Wm. M'Ateer	46	Yes		
18	Jno. Parkes	37	Yes		
19	Wm. Moreton	53	Yes		
20 & 21	Dismissed.				
22	Sam. Meateer	46	Yes		
23	James Meateer	45	Yes		
24	Dead.				
25	James Mireton	51	Yes		
26	Arthur Fagan	60	Yes		

Remarks.—The ages are given as returned by the men; they may not be strictly correct; but from my own personal inspection I should say they are not very inaccurate.

PORT OF NEWRY—*continued.*

No. 4.—RETURN of the RATES OF PILOTAGE now in force, including the Rates and Descriptions of all Charges upon Shipping made for or in respect of Pilots or Pilotage at the Port of *Newry*; for the Year ending 31 December 1854.

RATES OF PILOTAGE.

BAR PILOTAGE.

For Vessels boarded at any distance Outside the Bar of Carlingford not exceeding Five Miles, Hawlbowling Lighthouse bearing N.E. to N.W., to Warrenpoint Roads:—

	s.	*d.*	
*For every foreign vessel	3	–	per foot of draft of vessel.
For every British vessel from a foreign port	2	–	,, ,,
For every cross-channel trader or coaster	–	10	,, ,,

For vessels boarded Inside the Bar to Warrenpoint Roads:—

*For every foreign vessel	2	–	,, ,,
For every British vessel from a foreign port	1	4	,, ,,
For every cross-channel trader or coaster	–	6	,, ,,

OUTWARDS:—One-third of the above Rates.

RIVER PILOTAGE.

		s.	*d.*	
For every British vessel	Inwards	–	1	per register ton.
	Outwards	–	–½	,, ,,
*For every foreign vessel	Inwards	–	1½	,, ,,
	Outwards	–	–¾	,, ,,

And if the pilot be required to remain on board the vessel while passing through the canal to or from Newry – – – – – – – 2 6 additional.

* Dutch vessels excepted, which are to be charged the same rate as British vessels.

No. 5.—RETURN of the TOTAL AMOUNT received for PILOTAGE of VESSELS Into and Out of the Port of *Newry*, distinguishing the Amounts received from British Vessels and from Foreign Vessels respectively, and the several Amounts received in respect of Vessels paying different Rates of Pilotage, and the several Amounts received for the several Classes of Service rendered by Pilots, together with the Number of the Vessels of each of the Classes paying such Amounts as aforesaid; for the Year ending 31 December 1854.

THE information required cannot be given, as no part of the pilotage is collected in this office, but by the pilots themselves, who are scattered over a large tract of coast. The Act not rendering it imperative on all vessels to take pilots, numbers, particularly regular traders, do not do so; steam vessels never do. The pilots are, moreover, engaged in other occupations, except when their services are required in their capacity of pilots, which occurs at very irregular periods.

No. 6.—ACCOUNT of the RECEIPT and EXPENDITURE of all MONIES received by or on behalf of the Pilotage Authorities of the Port of *Newry*, in respect of Pilots or Pilotage; for the Year ending 31 December 1854.

No sums are received or paid by the Newry Navigation Company on account of pilotage.

See Answer to Return No. 5, above.

10 January 1855. *W. B. Glenny*, Secretary.

PORT OF SLIGO.

No. 1.—RETURN of all Bye-laws, Regulations, Orders, or Ordinances relating to Pilots or Pilotage now in force within the Jurisdiction of the Commissioners for the Town and Harbour of *Sligo;* for the Year ending 31 December 1854.

General Pilot Regulations for the Port and Harbour of *Sligo*, adopted at a General Meeting of the Board of Commissioners, held on the 4th day of October 1852.

That a register of pilots be kept; each pilot to have a distinct number, according to seniority.

That the pilots and apprentices, in regular turn, take 12 hours' watch; to keep a constant look-out day and night; reporting to the pilot-master when a vessel appears in sight, or when a pilot is required in town.

That the pilot on the look-out is not to leave his post until relieved by the man next in turn. Any non-attendance or absence from duty to be specially reported by the pilot-master, who will be held strictly accountable that a constant watch be kept and prompt services rendered.

That when a vessel appears in sight, or when a pilot is required at the quay, the pilot-master send to take charge of her the pilot first in turn for duty, taken from the register, a copy of which is to be kept in the pilot-master's house, who is to warn the pilot when his turn is approaching, that he may be in readiness when called upon. But should it be the turn of the man on watch to take charge of the vessel, he be relieved by the pilot next in turn for watch, when the pilot-master thinks it is necessary for him to leave to take charge.

That if a merchant wishes to have a special pilot, it is not to interfere with the regular order or turns of the pilots. The pilot next on for duty is to receive the pilotage, but is to allow the pilot performing the service 5 *s.*

That when a ship at Sligo requires a pilot, the master is to apply six hours before high water to the harbour-master, who is to hoist a signal for one, which signal is to be answered when seen by the master pilot.

That signal posts be erected at the west end of the lower shed at the Ballast Quay, the Rosses Point, and at Roughly, for the purpose of telegraphing when pilots are required, &c. Also, look-out houses, at Rosses Point and Roughly, if the ground can be had from the proprietors of the soil.

That the pilot-master keep a daily journal, in which is to be inserted the state of the weather, the number and name of the pilot on watch, any complaints for non-attendance, neglect, or misconduct of any kind; the sailings and arrivals; the name of the pilot in charge, with the draft of water of each ship; and a copy thereof, entitled "Weekly Report," be sent to the Harbour-office, made up to each Thursday.

That, at least once a week, the pilot-master is to examine the buoys and perches, and to account in his journal for such examination, reporting anything that appears amiss.

That the journal and the "Weekly Report" forms be supplied the pilot-master, who is to have them written up daily. Any deviation from these rules will be visited with the utmost penalty in the power of the Commissioners to inflict.

That in case of a complaiut from a merchant, ship-captain, harbour-master, or other person, against any of the pilots, for misconduct or neglect, if substantiated on investigation, the Commissioners will fine, suspend, or, if need be, dismiss the guilty party; and will also hold the pilot-master accountable, if it appear that he did not at once report the pilot to the harbour committee, and have the breach of duty entered in his journal at the proper date, if any neglect took place, or any breach of the foregoing regulations.

That all cases of dispute with ship-masters, in reference to pilotage, or other matters, be at once reported by the pilot-master to the harbour committee.

That telescopes be provided for the use of the Roughly and River Pilots; the man on watch to be accountable for its safety; any damage to be reported by the pilot-master.

Resolved, That the Commissioners must express their strong disapprobation of any of their pilots acting as brokers in the port of Sligo, or interfering with private trade in any respect whatever; and they will certainly dismiss any pilot that for the future acts in the above manner.

By Order,

George Mostyn, Secretary.

PORT OF SLIGO—*continued.*

Nos. 2 & 3.—RETURN of the NAMES and AGES of all PILOTS and APPRENTICES licensed or authorised to act by the Commissioners for the Town and Harbour of *Sligo*, and of all PILOTS or APPRENTICES acting mediately or immediately under such Commissioners, whether so licensed or not, with the Service for which each PILOT or APPRENTICE is licensed; for the Year ending 31 December 1854.

NAMES OF PILOTS.	Age on last Birthday.	Whether Licensed or Authorised.	Service for which Licensed or Authorised to Act.
RIVER PILOTS:			
Redmond Bruen, master pilot.	57	Yes	Two years.
1. Martin Bruen	55	Yes	ditto.
2. Martin Burns	54	Yes	ditto.
3. Michael Conway	54	Yes	ditto.
4. Michael Gillan	42	Yes	ditto.
5. Francis Feeney	50	Yes	ditto.
6. Patt Gillan	42	Yes	ditto.
7. Patt Bruen	42	Yes	ditto.
8. John M'Gowan	41	Yes	ditto.
9. John Bruen, sen.	33	Yes	ditto.
10. Patt Kilgallon	31	Yes	ditto.
11. Andrew Kilgallon	29	Yes	ditto.
12. John Bruen	24	Yes	ditto.
13. John Feeney (at sea)	23	No.	
SEA PILOTS:			
1. Patt Caraway	72	Yes	ditto.
2. James Caraway, sen.	57	Yes	ditto.
3. John M'Loughlin	55	Yes	ditto.
4. Francis Heraghty	46	Yes	ditto.
5. James Caraway	29	Yes	ditto.

NAMES OF APPRENTICES.	Age on last Birthday.	Whether Licensed or Authorised.
RIVER PILOT APPRENTICES:		
John Bruen (at sea)	26	No.
Michael Burns	32	No.
Redmond Bruen (at sea)	22	No.
Michael Conway	23	No.
William Gillan	20	No.
SEA PILOT APPRENTICES:		
James Carty	25	No.
Bartly Hart	23	No.
Patt Caraway	24	No.
Roger Caraway	22	No.
James O'Hara (at sea)	22	No.

No. 4.—RETURN of the RATES of PILOTAGE now in force, including the Rates and Descriptions of all Charges upon Shipping made for or in respect of Pilots or Pilotage at the Port of *Sligo*; for the Year ending 31 December 1854.

RATES of PILOTAGE pursuant to Act 43 Geo. 3.

SUMMER.

IN:—For piloting any ship or vessel from the Wheaten Rock to the Quay, from the 1st day of April to the 30th day of September, both days inclusive, in each and every year, the sum of 2 *s.* 6 *d.* per foot.

OUT:—For piloting any ship or vessel from the Quays to Sea, during the above period, the sum of 2 *s.* per foot.

WINTER.

IN:—For piloting any ship or vessel from the Wheaten Rock to the Quay, from the 1st day of October to the 31st day of March, both days inclusive, in each and every year, the sum of 3 *s.* per foot.

OUT:—For piloting any ship or vessel from the Quays to Sea during the above last-mentioned period, the sum of 2 *s.* 6 *d.* per foot.

N. B.—No ship or vessel under 20 tons liable for pilotage. Foreign ships pay the same as British.

PORT OF SLIGO—*continued.*

No. 5.—RETURN of the TOTAL AMOUNT received for PILOTAGE of VESSELS Into and Out of the Port of *Sligo*, distinguishing the Amounts received from British Vessels and from Foreign Vessels respectively, and the several Amounts received in respect of Vessels paying different Rates of Pilotage, and the several Amounts received for the several Classes of Service rendered by Pilots, together with the Number of the Vessels of each of the Classes paying such Amount as aforesaid; for the Year ending 31 December 1854.

(1.)—INWARDS.*

DISTANCES for which PILOTED, According to the different Distances in the Scale of Rates.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
	COASTERS.		OVERSEA.		PRIVILEGED.		UNPRIVILEGED.			
	No. of Vessels.	Amount.	No. of Vessels.	Amount.	No. of Vessels.	Amount.	No. of Vessels.	Amount.	No. of Vessels.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Wheaten Rock (1st Station) to Bank Gar	185	111 14 11	8	6 17 1½	6	4 12 4½	- -	- - -	199	123 4 5
From Bank Gar (2d Station) to Quays	- -	100 16 10	- -	6 3 10½	- -	3 15 4½	- -	- - -	- -	110 16 1
TOTAL	185	212 11 9	8	13 1 -	6	8 7 9	- -	- - -	199	234 - 6

VESSELS CHANGING at *Bank Gar.*

	Number of Vessels.	AMOUNT. For Pilotage below.	For Pilotage above.	TOTAL.
		£. s. d.	£. s. d.	£. s. d.
Return of the amount paid by such vessels piloted into the port of Sligo as have, before reaching their port of destination, to take or pay for two or more pilots, with the number of vessels paying the same	199	123 4 5	110 16 1	234 - 6

(2.)—OUTWARDS.*

From Quays to Sea	182	176 5 2	7	9 3 9	6	5 8 -	- - -	- - -	195	190 16 11

* It is not practicable to give the number of vessels towed by steam.

No. 6.—ACCOUNT of the RECEIPT and EXPENDITURE of all Monies rece behalf of the Commissioners for the Town and Harbour of *Sligo*, in respect of Pilots or Pilotage; for the Year ending 31 December 1854.

Dr.	£. s. d.	*Cr.*	£. s. d.
		By amount paid for salaries of officers	14 3 3
To gross amount received for inward pilotage	234 - 6	By amount paid for pensions or superannuations, as follows:	
To gross amount received for outward pilotage	190 16 11	By Redmond Bruen, master pilot, one year's salary up to 31st December 1854 £. 40	
		By one year's pension to Martin Carty, superannuated sea pilot 10	
		By one year's pension to Honor O'Hara, sea pilot's widow 8	
		By one year's pensions to Michael M'Gorran and Andrew Kilgallen, two superannuated river pilots 20	
		By one year's pensions to five river pilots' widows, at 5 *l.* per year 25	
			103 - -
		By balance paid to sea and river pilots	307 14 2
		Note.—The charges in respect of pilot boats, &c. are paid out of the harbour fund.	
£.	424 17 5	£.	424 17 5

5 January 1855. *Geo. Mostyn*, Secretary.

PORT OF TRALEE.

No. 1.—RETURN of all Bye-laws, Regulations, Orders, or Ordinances relating to Pilots or Pilotage now in force within the Jurisdiction of the Public Works Loan Commissioners, Mortgagees of the Harbour of *Tralee*; for the Year ending 31 December 1854.

Bye-laws.

No. 22.—Masters or owners of vessels having complaints against the pilots are desired to state them immediately in writing to the harbour-master or secretary, that the same may be laid before the committee of management.

No. 23.—That masters of vessels frequenting the port be directed not to employ any pilot but such as can produce a licence from the Public Works Loan Commissioners, or their Secretary.

No. 25.—All masters, pilots, and other persons having the command of any sailing or steam vessel, acting contrary to the directions of the harbour-master or lock-keeper, or neglecting his or their signals, in relation to placing or shifting their vessels in the harbour or canal, or in any way hindering him or them in the execution of his or their duty, shall be liable to a penalty not exceeding 5 *l*; and the harbour-master, together with his assistants, are hereby strictly enjoined to see that the whole of the foregoing regulations be punctually observed by the parties concerned, or in default thereof to be dealt with by the Public Works Loan Commissioners, or their Committee of Management, as they shall deem fit, pursuant to the provisions of the Tralee Harbour Acts.

No. 26.—That all pilots be particularly desired to aid and assist the harbour-master in enforcing the harbour regulations; any pilot neglecting to aid and assist, when duly called upon so do, shall for every such neglect forfeit and pay the sum of 2 *l*.

Minute of Committee of Management.

The committee having taken into their consideration the advantage it would be to masters or owners of foreign or other vessels bound for this port, that such vessels should meet with the pilots of this harbour far out at sea, It was resolved that the harbour-master be directed to inform those pilots, that the committee consider the following charges for piloting vessels outside the harbour reasonable, in addition to those already provided for by Act of Parliament; viz., for boarding a vessel, and piloting the same, from outside the Hog Islands to the anchorage at the Samphires, 1 *l*.; for like services from between those islands and the rock of Muckulogh to the said anchorage, 15 *s*.; and for such services from the rock of Muckulogh to the anchorage aforesaid, 10 *s*.; and in cases where the weather shall be tempestuous, or otherwise specially dangerous, then any further increase of payment for such services shall be according to the award of the harbour-master.

The other laws respecting the pilots of this harbour are contained in the Act of Parliament, 9 Geo. 4. cap. 118, sections 70, 71, 72, 73, 74, and 75.

Nos. 2 & 3.—RETURN of the Names and Ages of all Pilots and Apprentices licensed or authorised to act by the Public Works Loan Commissioners, Mortgagees of the Port or Harbour of *Tralee*, and of all Pilots or Apprentices acting mediately or immediately under such Commissioners, whether so licensed or not, with the Service for which each Pilot or Apprentice is licensed; for the Year ending 31 December 1854.

NAMES OF PILOTS.	Age on last Birthday.	Whether Licensed or Authorised by the above-mentioned Authority or not.	Services for which Licensed or Authorised to Act.	APPRENTICES.
Patrick Sullivan - - -	41	Yes - -	- - As a pilot within the port and harbour of Tralee, in the county of Kerry, and parts adjacent.	None.
John Gallivan - - -	52			
Daniel Crowly - - -	52			
Jeremiah Brassell - - -	26			
John Crowly - - - -	61			
Thomas Connor - - -	28			
Richard Cantlon - - -	56			
Jeremiah Crowly - - -	31			
Cornelius Crowly - - -	39			
Patrick Crowly - - -	42			

PORT OF TRALEE—*continued.*

No. 4.—RETURN of the RATES of PILOTAGE now in force, including the Rates and Descriptions of all Charges upon Shipping made for or in respect of Pilots or Pilotage at the Port of *Tralee*; for the Year ending 31 December 1854.

One shilling and sixpence for every foot draught of water on every vessel over 30 tons register piloted into or out of the harbour.

No. 5.—RETURN of the TOTAL AMOUNT received for PILOTAGE of VESSELS Into and Out of the Port of *Tralee*, distinguishing the Amounts received from British Vessels and from Foreign Vessels respectively, and the several Amounts received in respect of Vessels paying different Rates of Pilotage, and the several Amounts received for the several Classes of Service rendered by Pilots, together with the Number of the Vessels of each of the Classes paying such Amounts as aforesaid; for the Year ending 31 December 1854.

(1.)—INWARDS.

DISTANCES for which PILOTED, According to the different Distances In the Scale of Rates.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
	COASTERS.		OVERSEA.		PRIVILEGED.		UNPRIVILEGED.			
	No. of Vessels.	Amount.	No. of Vessels.	Amount.	No. of Vessels.	Amount.	No. of Vessels.	Amount.	No. of Vessels.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From outside the harbour to the anchorage at the Samphire Island and to the basin - -	60	96 9 –	6	11 2 9	12	13 2 3	- -	- - -	78	120 14 –

(2.)—OUTWARDS.

From the basin or anchorage at the Samphire Island to outside the harbour - - -	39	25 6 6	6	18 – –	2	1 10 –	- -	- - -	47	44 16 6

The above particulars are taken from the pilots' returns, the pilotage being paid to them by the masters of vessels, and not through the Harbour Office. There are no steam tugs employed in this harbour.

No. 6.—ACCOUNT of the RECEIPT and EXPENDITURE of all MONIES received by or on behalf of the Public Works Loan Commissioners, in respect of Pilots or Pilotage at the Port of *Tralee*; for the Year ending 31 December 1854.

Dr.	£. s. d.	*Cr.*	£. s. d.
To amount of fees received from applicants for licences and certificates - - -	2 10 –	By amount paid for or in respect of buoys, &c. - - - - - - -	26 9 4
To amount received for fines and forfeitures	– 17 6	By gross amount paid by masters of vessels to pilots for inward and outward pilotage - - - - - - -	165 10 6
To gross amount received for inward pilotage by the pilots themselves - - -	120 14 –		
To gross amount received for outward pilotage by the pilots themselves - - -	44 16 6		
To balance paid by Public Works Loan Commissioners - - - - -	23 1 10		
£.	191 19 10	£.	191 19 10

11 January 1855.

Robert D. Fitzgerald,
Secretary.

PORT OF WATERFORD.

No. 1.—RETURN of all Bye-laws, Regulations, Orders, or Ordinances, relating to Pilots or Pilotage now in force within the Jurisdiction of the Commissioners of *Waterford* Harbour; for the Year ending 31 December 1854.

Masters of outward-bound vessels to hoist flag signifying readiness to take pilot. Inward-bound vessels to hoist flag by day, or lantern at night, as signal for pilot.
Unless prevented by stress of weather, vessels arriving off, or in the Harbour, are to heave to for pilot.
Pilot to be subsisted while on board a vessel.
Master of outward bound vessel not to detain pilot beyond time specified in requisition for pilot's attendance.
Vessels to pay pilotage whether provided with pilot or not.
Ten shillings per diem to be paid by vessel taking pilot to another port.
Penalty for refusing, without cause, to sign pilot's certificate when service performed.
Vessels putting back not to pay second pilotage, unless pilot actually taken on put back voyage.
Outward-bound vessels not compelled to take pilots, or pay pilotage beyond passage.
Coasters not exceeding 20 tons register exempt from pilotage, unless pilot actually taken.
Salvage claims not to be preferred by pilots or pilot officers without permission of Harbour Commissioners, or their pilot committee.

Nos. 2 & 3.—RETURN of the Names and Ages of all Pilots licensed or authorised to act for *Waterford* Harbour; for the Year ending 31 December 1854.

PILOTS' NAMES.	AGES.	PILOTS' NAMES.	AGES.	PILOTS' NAMES.	AGES.
John Murray	58	Patrick Kelly	45	John Kelly	29
Martin Byrne	65	James Baston	42	Jeremiah Breen	27
Matthew Burke	58	Michael Power	51	John Robinson	28
John Legge	60	Thomas Henry	37	George Craine	33
Thomas Kennedy	52	William Walsh	37	Edward Fitzgerald	37
Thomas Kelly	52	Thomas Power	36	John Dingley	50
Richard Power	65	Edward Kelly	35	John Galgy	50
Edward Rogers	40	Thomas Baston	46	Robert Butler	40
James Murphy	46	James Phelan	54	John Diggans	41
John Picknoll	45	Edward Connors	40	Thomas Glody	40
Michael Connors	50	John Fowler	32		

Memorandum.—These men are all licensed by the Corporation of Trinity House of Deptford Strond, and are also under the control of the Commissioners for Improving the Port and Harbour of Waterford. They are all licensed to pilot in Waterford harbour, and parts adjacent, *videlicet*, between Great Newtown Head westward, and the Saltees eastward without, and from Grannah Castle to the Hook Light-house, and from Bilberry Rock to Swiny Head, including St. Catherine's, commonly called St. John's Pill in Waterford. There are no apprentices.

No. 4.—RETURN of the Rates of Pilotage now in force, including the Rates and Descriptions of all Charges upon Shipping made for or in respect of Pilots or Pilotage at the Port of *Waterford;* for the Year ending 31 December 1854.

INWARDS.

	RATE PER FOOT OF DRAUGHT OF WATER.					
	Summer Half Year.			Winter Half Year.		
	To Passage.	To Cheekpoint.	To Waterford.	To Passage.	To Cheekpoint.	To Waterford.
	s. d.	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*
From Great Newtown Head westward, or Saltees eastward:						
Vessels drawing 12 feet of water, or upwards	2 6	3 –	4 1	3 –	3 6	4 8
Vessels drawing more than 6 feet and less than 12 feet	2 –	2 4	3 4	2 6	2 10	3 11
From Foilskirt westward, or Bag and Bun eastward:						
Vessels drawing 12 feet water, or upwards	2 2	2 8	3 9	2 6	3 –	4 2
Vessels drawing more than 6 feet and less than 12 feet	1 10	2 2	3 2	2 4	2 8	3 9
From Hook Tower, or below Duncannon:						
Vessels drawing 12 feet water, or upwards	1 8	2 2	3 3	1 10	2 4	3 6
Vessels drawing more than 6 feet and less than 12 feet	1 3	1 7	2 7	1 6	1 10	2 11
From Passage:						
Vessels drawing 12 feet water, or upwards	– –	– 6	1 7	– –	– 6	1 8
Vessels drawing more than 6 feet and less than 12 feet	– –	– 4	1 4	– –	– 4	1 5
From Cheekpoint:						
Vessels drawing 12 feet water, or upwards	– –	– –	1 1	– –	– –	1 2
Vessels drawing more than 6 feet and less than 12 feet	– –	– –	1 –	– –	– –	1 1

(*continued*)

PORT OF WATERFORD—*continued*.

OUTWARDS.

	RATE PER FOOT OF DRAUGHT OF WATER.					
	Summer Half Year			Winter Half Year		
	To Cheekpoint.	To Passage.	To Hook Tower.	To Cheekpoint.	To Passage.	To Hook Tower.
	s. d.	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*
From Waterford:						
Vessels drawing 12 feet water, or upwards	1 1	1 7	2 9	1 2	1 8	3 1
Vessels drawing more than 6 feet and less than 12 feet	1 –	1 4	2 2	1 1	1 5	2 7
From Cheekpoint:						
Vessels drawing 12 feet water, or upwards	– –	– 6	1 8	– –	– 6	1 11
Vessels drawing more than 6 feet and less than 12 feet	– –	– 4	1 2	– –	– 4	1 6
From Passage:						
Vessels drawing 12 feet water, or upwards	– –	– –	1 2	– –	– –	1 5
Vessels drawing more than 6 feet and less than 12 feet	– –	– –	– 10	– –	– –	1 2

The Summer half-year commences on the 25th March, and the Winter half-year on the 29th September.

No. 5.—RETURN of the TOTAL AMOUNT received for PILOTAGE of VESSELS into and out of the Port of *Waterford*, distinguishing the Amounts received from British Vessels and from Foreign Vessels respectively, and the several Amounts received in respect of Vessels paying different Rates of Pilotage, and of the several Amounts received for the several Classes of Service rendered by Pilots, together with the Number of the Vessels of each of the Classes paying such Amounts as aforesaid; for the Year ending 31 December 1854.

(1.)—INWARDS.

NOTE.—In the Port of Waterford Foreign and British Vessels pay alike, and Vessels towed by steam pay as those not towed.

DISTANCES PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.		TOTALS.	
	COASTERS.		OVERSEA.					
	No. of Vessels.	Amount.	No. of Vessels.	Amount.	No. of Vessels.	Amount.	No. of Vessels.	Amount.
		£. s. d.		*£. s. d.*		*£. s. d.*		*£. s. d.*
From Saltees eastward, or Great Newtown Head westward — To Passage	–	– – –	10	17 2 –	1	1 7 6	11	18 9 6
From Saltees eastward, or Great Newtown Head westward — To Cheekpoint	–	– – –	4	8 14 –	3	6 – 6	7	14 14 6
From Saltees eastward, or Great Newtown Head westward — To Waterford	–	– – –	23	69 17 11	15	34 7 6	38	104 5 5
From Bagenbun eastward, or Foilskirt westward — To Passage	–	– – –	6	10 11 2	3	4 1 8	9	14 12 10
From Bagenbun eastward, or Foilskirt westward — To Cheekpoint	–	– – –	4	7 18 10	2	3 1 2	6	11 – –
From Bagenbun eastward, or Foilskirt westward — To Waterford	–	– – –	16	42 3 2	9	18 13 7	25	60 16 9
From Hook Tower — To Passage	156	105 8 5	18	26 17 –	5	4 13 6	179	136 18 11
From Hook Tower — To Cheekpoint	235	193 10 9	2	2 3 10	1	1 17 4	238	197 11 11
From Hook Tower — To Waterford	1,039	1,455 8 3	13	25 19 5	9	11 11 4	1,061	1,492 19 –
From Passage to Waterford	60	39 3 1	2	1 16 10	1	– 8 6	63	41 8 5
From Cheekpoint to Waterford	2	– 17 7	–	– – –	–	– – –	2	– 17 7
	1,492	1,794 8 1	98	213 4 2	49	86 2 7	1,639*	2,093 14 10

* *Note.*—Two hundred and forty-six vessels out of the above number also paid for pilotage to the New Ross Harbour Board, but what amount is not known.

PORT OF WATERFORD—*continued.*

(2.)—OUTWARDS.

NOTE.—In the Port of Waterford, Foreign and British Vessels pay alike. Vessels towed by steam, pay as those not towed.

DISTANCES PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.		TOTALS.	
	COASTERS.		OVERSEA.					
	No. of Vessels.	Amount.	No. of Vessels.	Amount.	No. of Vessels.	Amount.	No. of Vessels.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.
Waterford to Cheekpoint	1	– 7 –	–	– – –	–	– – –	1	– 7 –
Waterford to Passage	1,124	688 2 1	8	10 10 4	10	5 3 7	1,142	703 16 –
Waterford to Hook Tower	32	40 5 –	21	30 9 7	18	18 18 6	71	89 13 1
Cheekpoint to Passage	—	—	—	—	—	—	—	—
Cheekpoint to Hook Tower	–	– – –	2	2 5 1	2	– 19 10	4	3 4 11
Passage to Hook Tower	20	13 8 1	25	22 12 2	14	8 14 3	59	44 14 6
	1,177	742 2 2	56	65 17 2	44	33 16 2	1,277*	841 15 6

* *Note.*—Sixteen vessels out of the above number also paid for pilotage to the New Ross Harbour Commissioners, but what amount is not known.

No. 6.—ACCOUNT of the RECEIPT and EXPENDITURE of all MONIES received by or on behalf of the Pilotage Commissioners of *Waterford* Harbour, in respect of Pilots and Pilotage; for the Year ending 31 December 1854.

RECEIPT.	£. s. d.	£. s. d.
Gross Amount for inward pilotage	2,093 14 10	
Outward pilotage	841 15 6	
		2,935 10 4
Interest on Bank Account to March		3 9 10
Balance due to Waterford Harbour Commissioners by pilotage, 31 Dec. 1854		2,979 15 5
	£.	5,918 15 7

EXPENDITURE.	£. s. d.
Balance due to Waterford Harbour Commissioners by Pilotage Account on the 1st of January 1854	1,714 13 1
Pilots' proportion of pilotage	1,616 14 8
Cost of pilot cutter Seagull, purchased at Lymington	900 – –
Payment to Albert White for alterations of cutter Falcon	58 11 2
Salaries of pilot officers at Dunmore, Passage, and Waterford	232 – –
Retired allowance of late pilot-master	75 – –
Supplying boat and crew at Passage pilot station	114 – –
Office, light and fuel at same	10 – –
Same at Dunmore pilot station	9 4 –
Transmission of daily return from Passage pilot station	12 18 4
Pilotage buoys, expenditure on account of	40 7 5
Grant for services outside ordinary pilotage rendered to ship Appleton	25 – –
Incidental expenses at Passage, Dunmore, &c.	76 18 10
Office expenses and other general charges at Waterford	234 10 7
Expenditure on pilot-boats, including boatmaster's salaries	576 5 6
Pensions to superannuated pilots	76 5 –
Pensions to families of deceased pilots	146 7 –
£.	5,918 15 7

Ballast Office, Waterford, 18 January 1855.

John Farrell, Secretary,
Waterford Harbour Commissioners.

PORT OF WESTPORT.

No. 1.—RETURN of all Bye-laws, Regulations, Orders, or Ordinances relating to Pilots or Pilotage now in force within the Jurisdiction of the Pilotage Commissioners of the Port of *Westport*; for the Year ending 31 December 1854.

— Nil. —

Nos. 2 & 3.—RETURN of the Names and Ages of all Pilots and Apprentices licensed or authorised to act by the Pilotage Commissioners of the Port of *Westport*, and of all Pilots or Apprentices acting mediately or immediately under such Commissioners, whether so licensed or not, with the Service for which each Pilot or Apprentice is licensed; for the Year ending 31 December 1854.

NAMES OF PILOTS.	Age on last Birthday.	Whether Licensed or Authorised by the above-mentioned Authority or not.	Service for which Licensed or Authorised to Act.	APPRENTICES.
John Gibbons	58	Yes	To pilot vessels from the lighthouse of Innisgorth to any place within the harbour of Westport inwards, and from any place within the harbour to the lighthouse of Innisgorth outwards.	None.
Joseph Gibbons	50			
Pat Fadden	40			
Austin Kelly	46			
Michael Kelly	54			
James Gill	58			
Richard Gill	40			

No. 4.—RETURN of the Rates of Pilotage now in force, including the Rates and Descriptions of all Charges upon Shipping made for or in respect of Pilots or Pilotage at the Port of *Westport*; for the Year ending 31 December 1854.

Every Vessel entering, or leaving the Port, shall pay, viz.:—Where the registered tonnage is—

	£.	s.	d.		£.	s.	d.
30 and under 40	–	8	–	150 and under 160	1	16	–
40 „ 50	–	10	–	160 „ 175	1	18	3
50 „ 60	–	11	6	175 „ 200	2	–	6
60 „ 70	–	15	9	200 „ 225	2	2	9
70 „ 80	–	18	–	225 „ 250	2	5	–
80 „ 90	1	–	3	250 „ 275	2	7	3
90 „ 100	1	2	6	275 „ 300	2	9	6
100 „ 110	1	4	9	300 „ 325	2	11	9
110 „ 120	1	7	–	325 „ 350	2	14	–
120 „ 130	1	9	3	350 „ 375	2	16	3
130 „ 140	1	11	6	375 „ 400	2	18	6
140 „ 150	1	13	9	400 and upwards	Proportionate rates.		

PORT OF WESTPORT—*continued.*

No. 5.—RETURN of the TOTAL AMOUNT received for PILOTAGE of VESSELS Into and Out of the Port of *Westport*, distinguishing the Amounts received from British Vessels and from Foreign Vessels respectively, and the several Amounts received in respect of Vessels paying different Rates of Pilotage, and the several Amounts received for the several Classes of Service rendered by Pilots, together with the Number of the Vessels of each of the Classes paying such Amounts as aforesaid; for the Year ending 31 December 1854.

(1.)—INWARDS.

DISTANCES for which PILOTED According to the different Distances in the Scale of Rates.*	BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
	COASTERS.		OVERSEA.		PRIVILEGED.		UNPRIVILEGED.			
	No. of Vessels.	Amount.	No. of Vessels.	Amount.	No. of Vessels.	Amount.	No. of Vessels.	Amount.	No. of Vessels.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From the Lighthouse of Innisgorth to any place within the Harbour of Westport -	57	59 12 -	4	9 6 9	3	5 8 -	- -	- - -	64	74 6 9

(2.)—OUTWARDS.

From any place within the Harbour of Westport to the Lighthouse of Innisgorth - -	58	60 2 -	4	9 6 9	3	5 8 -	- -	- - -	65	74 16 9

* No scale of rates according to distances.

No. 6.—ACCOUNT of the RECEIPT and EXPENDITURE of all MONIES received by or on behalf of the Pilotage Commissioners of the Port of *Westport*, in respect of Pilots or Pilotage; for the Year ending 31 December 1854.

Dr.	£. s. d.	*Cr.*	£. s. d.
To gross amount received for inward pilotage - - - - - - -	74 6 9	By amount paid for salaries of pilots, &c. -	113 14 3
To gross amount received for outward pilotage - - - - - - -	74 16 9	By 10 per cent. deducted from the gross amount of pilotage received carried to the credit of Harbour Commissioners -	14 18 5
		By amount due the pilots to the 31st December 1854 - - - - - -	20 10 10
£.	149 3 6	£.	149 3 6

28 February 1855.

J. Costello, Secretary.

PORT OF WEXFORD.

No. 1.—RETURN of all Bye-laws, Regulations, Orders, or Ordinances relating to Pilots or Pilotage now in force within the Jurisdiction of the Harbour Commissioners of *Wexford*; for the Year ending 31 December 1854.

There is no Code of Bye-laws, properly so called, to govern the Pilot Establishment at Roslare, but the following Regulations, Orders, and Ordinances, &c., have been selected as the most material:—

Ordered,—That all monies earned by any of the pilots in ordinary cases of assistance shall be divided into 18 shares, of which the master pilot shall receive three shares, the Harbour Commissioners, for the use of their boats, two shares, and each pilot, including the boy or apprentice, one share each; but that in extraordinary cases (where there is risk of life, or where some volunteer, and others do not) shall be special, and the money received for them shall be divided as the Commissioners shall consider fair.

Ordered,—That the collector of pilotage rates be permitted to remit the harbour rates of 5 *d.* per ton on vessels that use our harbour for refuge or repairs solely; but that if any vessel shall leave behind any cargo, or part thereof, or passengers that she did bring into the port, she shall pay the full rates.

Ordered,—That in future no pilot, or other person in the service of the Commissioners, shall take any proceedings in the Court of Admiralty, or any other court, to receive compensation for assistance given to vessels or property until the consent of the Commissioners be first obtained, or a special meeting be called at which seven members shall not be present.

A Committee named and appointed to consider the Pilot Establishment, with a view to make such alterations as will reduce the Expenditure to the amount of Income, and a meeting called to receive the Report.

Ordered,—That the pilot establishment at Roslare be supported by shares, and that all the receipts be distributed as follows, numbering 21 parts:—To the master pilot three shares; 12 sea pilots, each one share, 12; five harbour pilots three shares; one pilot boy or apprentice half a share; the Harbour Commissioners to retain two and a half shares for the collection of the pilot-rates, boats, &c. &c.

Ordered,—That no pilot shall conduct a vessel either down the harbour, or over the bar, until the master has produced a receipt from the collector for his rates for that voyage, and that this Resolution be communicated to the parties affected by it, and that 50 copies of this Resolution be printed and circulated.

Resolved,—That all remuneration or gratuities received for any services rendered to a vessel or cargo, or for saving lives, will be considered salvage, and come under the Resolution of the 21st August 1849; and that pilot in the service of the Commissioners who shall receive any remuneration or gratuity, and shall not report it to his superior officer in three days, and also pay the amount to the treasurer, shall pay a fine, not exceeding double the amount received.

Nos 2 & 3.—RETURN of the Names and Ages of all Pilots and Apprentices licensed or authorised to act by the Harbour Commissioners of *Wexford*, and of all Pilots or Apprentices acting mediately or immediately under such Commissioners, whether so licensed or not, with the Service for which each Pilot or Apprentice is licensed; for the Year ending 31 December 1854.

NAMES OF PILOTS.	Age on last Birthday.	Whether Licensed or Authorised by the above-mentioned Authority or not.	Service for which Licensed or Authorised to Act.	REMARKS.
SEA PILOTS:				
Nicholas King	49	Yes	To pilot vessels over the bar	Entered as pilot 1842.
Stephen Larken	44	Yes	To ditto - ditto	ditto - ditto 1845.
James Blake	28	Yes	To ditto - ditto	ditto - ditto 1850.
Thomas Murphy	56	Yes	To ditto - ditto	ditto - ditto 1843.
James Breen	49	Yes	To ditto - ditto	ditto - ditto 1839.
James Byrne	54	Yes	To ditto - ditto	ditto - ditto 1830.
Patrick Rooney	51	Yes	To ditto - ditto	ditto - ditto 1839.
William North	64	Yes	To ditto - ditto	ditto - ditto 1832.
Martin Breen	41	Yes	To ditto - ditto	ditto - ditto 1851.
John Lambert	56	Yes	To ditto - ditto	ditto - ditto 1837.
HARBOUR PILOTS:				
Patrick Byrne	56	Authorised	To pilot vessels down the harbour from the quays.	15 years on the establishment.
Nicholas Cousins	63	ditto	To ditto - ditto	32 years in the service.
William Codd	70	ditto	To ditto - ditto	24 ditto - - ditto.
Patrick Dillon	69	ditto	To ditto - ditto	29 ditto - - ditto.
Thomas Cullen	70	ditto	To ditto - ditto	34 ditto - - ditto.

PORT OF WEXFORD—*continued.*

No. 4.—RETURN of the RATES of PILOTAGE now in force, including the Rates and Descriptions of all Charges upon Shipping made for or in respect of Pilots or Pilotage at the Port of *Wexford*, for the Year ending 31 December 1854.

FOR every vessel discharging and receiving cargo the sum of 5 *d.* per ton, upon every ton which such vessel shall measure, but if such vessel shall enter in the harbour or leave the harbour in ballast, or shall discharge her cargo, or any part thereof, without taking in any new cargo, or shall without discharging her cargo, or any part thereof, take in new cargo, then and in any of these cases the sum of 4 *d.* per ton upon every ton which such vessel shall measure.

For every vessel driven into the Harbour of Wexford by stress of weather, the sum of 2 *d.* per ton, upon every ton which such vessel shall measure.

All steam vessels shall be liable for one-half only of the respective pilotage rates. If any vessel inward bound make the usual signal for a pilot before she approach within three miles of the bar, and continue to exhibit the same until she cross the bar, and shall not be hailed by a pilot before she cross the bar, or if any vessel outward bound make the usual signal for a pilot one hour before she cross the bar, and be not hailed by a pilot crossing it, then there shall be deducted from the pilotage of each such vessel, unless it appear that she purposely avoided being hailed by a pilot, the following sums: if a sailing vessel with cargo, the sum of 2½ *d.* per ton; if a sailing vessel in ballast, the sum of 1½ *d.* per ton; and if a steam vessel, one-half of the respective sums.

If the revenue arising from the said pilotage rates should not be sufficient for defraying the expense of pilots and pilot-boats, the Harbour Commissioners are, by the Act of Parliament, allowed to make up the deficiency from the other funds under their charge.

No. 5.—RETURN of the TOTAL AMOUNT received for PILOTAGE of VESSELS Into and Out of the Port of *Wexford*, distinguishing the Amounts received from British Vessels and from Foreign Vessels respectively, and the several Amounts received in respect of Vessels paying different Rates of Pilotage, and the several Amounts received for the several Classes of Service rendered by Pilots, together with the Number of the Vessels of each of the Classes paying such Amounts as aforesaid, for the Year ending 31 December 1854.

— No Return. —

Note.—THE collector of pilotage rates never made any distinction between outward and inward bound pilotage in his books, but has always collected under one rate both outward and inward bound pilotage; neither is there or ever was any distinction made between coasters and oversea arrivals; the pilot rates are totally irrespective of distance, nor are there any vessels towed by steam in any way, or any part of the way.

No. 6.—ACCOUNT of the RECEIPT and EXPENDITURE of all MONIES received by or on behalf of the Harbour Commissioners of *Wexford*, in respect of Pilots or Pilotage; for the Year ending 31 December 1854.

Dr.		£. s. d.	*Cr.*	£. s. d.
To gross amount received for inward pilotage -	Both inward and outward pilotage collected under one head and rate - -	772 19 –	By amount paid for salaries of 10 first-class pilots, 5 second-class ditto, (or harbour pilots) and 1 boy - - -	658 4 9
To gross amount received for outward pilotage -			By amount paid for or in respect of pilot boats, buoys, &c. - - - - -	86 12 2
			By amounnt paid for pensios or superannuations - - - - - -	9 – –
			By balance carried to next account	19 2 1
	£.	772 19 –	£.	772 19 –

26 July 1855. *John Richards*, Secretary.

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LONDON.
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RETURN:

PILOTAGE.

Ordered, by The House of Commons, *to be Printed,*
11 *August* 1855.

[*Price* 3*s.*]

516. *Under* 2 *lbs.* 4 *oz.*